The Hongkong Telegraph.

N°. 2021. MONDAY, SEPTEMBER 3, 1888. SIX DOLLARS PER QUARTER

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL .....$7,500,000.
RESERVE FUND ..... 4,000,000.
RESERVE LIABILITY OF PROPRIETORS 7,500,000

COURT OF DIRECTORS:—
CHAIRMAN—Hon. JOHN BELL-IRVING.
DEPUTY CHAIRMAN—W. H. FORBES, Esq.
C. D. BOTTOMLEY, Esq. | S. C. MICHAELSEN, Esq.
W. G. BRODIE, Esq. | J. S. MOSES, Esq.
H. L. DALRYMPLE, Esq. | L. POESNECKER, Esq.
B. LAYTON, Esq. | N. A. SIEBS, Esq.
Hon. A. P. MCEWEN. | E. A. SOLOMON, Esq.

CHIEF MANAGER.
HONGKONG—THOMAS JACKSON, Esq.
MANAGER.
SHANGHAI—EWEN CAMERON, Esq.
LONDON BANKERS—LONDON AND COUNTY BANK.

HONGKONG—INTEREST ALLOWED ON CURRENT DEPOSIT ACCOUNT at the rate of 2 per cent. per Annum on the daily balance.

ON FIXED DEPOSITS:—
For 3 months, 3 per Cent. per Annum.
For 6 months, 4 per Cent. per Annum.
For 12 months, 5 per Cent. per Annum.

LOCAL BILLS DISCOUNTED.

CREDITS granted on approved Securities, and every description of BANKING and EXCHANGE business transacted.

DRAFTS granted on London, and the chief commercial places in Europe, India, Australia, America, China and Japan.

T. JACKSON,
Chief Manager.
Hongkong, 25th August, 1888. [8

RULES OF THE HONGKONG SAVINGS BANK.

1.—THE BUSINESS of the above BANK will be conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION, on their premises in Hongkong. Business Hours on WEEK-DAYS, 10 to 3; SATURDAYS, 10 to 1.

2.—SUMS LESS THAN $1, or MORE THAN $250 at one time will not be received. No Depositor may deposit more than $2,500 in any one year.

3.—DEPOSITORS in the SAVINGS BANK, having $100, or more, at their credit may at their option transfer the same to the HONGKONG AND SHANGHAI BANKING CORPORATION on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—INTEREST at the rate of 3½ % per annum will be allowed to Depositors on their daily balances.

5.—EACH DEPOSITOR will be supplied gratis with a PASS-BOOK, which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their PASS-BOOKS, but should send them to be written up at least twice a year, about the beginning of January and beginning of July.

6.—CORRESPONDENCE as to the Business of the Bank, if marked ON HONGKONG SAVINGS BANK BUSINESS, will be forwarded free by the various British Post Offices in Hongkong and China.

7.—WITHDRAWALS may be made on demand, but the personal attendance of the Depositor or his duly appointed Agent, and the production of his PASS-BOOK, are necessary.

FOR THE HONGKONG AND SHANGHAI BANKING CORPORATION,
T. JACKSON,
Chief Manager.
Hongkong, 1st September, 1887. [9

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL .....£2,000,000.
PAID-UP CAPITAL ..... 500,000.

Registered Office, 40, THREADNEEDLE STREET, LONDON.

BRANCHES IN INDIA, CHINA, JAPAN AND THE COLONIES.

THE BANK receives MONEY ON DEPOSIT, Buys and Sells BILLS OF EXCHANGE, ISSUES LETTERS OF CREDIT, forwards BILLS for COLLECTION, and Transacts Banking and Agency Business generally, on terms to be had on application.

INTEREST ALLOWED ON DEPOSITS:
Fixed for 12 months, 5 per Cent. per Annum.
" 6 " 4 " "
" 3 " 3 " "
ON CURRENT DEPOSIT ACCOUNTS 2 per Cent. per Annum on the Daily Balance.

APPROVED CLAIMS on the ORIENTAL BANK CORPORATION, in Liquidation, or the BALANCES of such claims, purchased on advantageous terms.

AGENCY OF THE NATIONAL LIFE ASSURANCE SOCIETY.

E. W. RUTTER,
Manager.
10] HONGKONG BRANCH.

NOTICE.

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this HARBOUR none of the COMPANY'S FOREMEN should be at hand, ORDERS FOR REPAIRS, if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Undersigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES,
Secretary.
Hongkong, 25th August, 1888. [85

Intimations.

KELLY & WALSH, LD.

JUST LANDED IN SPLENDID CONDITION.

CIGARETTES.

"RICHMOND STRAIGHT CUT."
"VIRGINIA BRIGHT."
ALLEN & GINTER'S "LITTLE BEAUTIES."
KINNEY'S "STRAIGHT CUT.
And shortly to arrive, a fresh consignment of "SWEET CAPORALS."

TOBACCO.

"OLD RIP" ..... in ½lb. Tins.
"RICHMOND GEM" ..... do.
Do. MIXTURE" ..... do.
COPE'S "GOLDEN CLOUD" ..... do. & 1lb. Boxes.
WILLS' "BRISTOL BIRDS EYE" ..... do.
Do. "THREE CASTLES" ..... in ½lb. Tins.
ALLEN & GINTER'S "TURKISH MIXTURE" in ½lb. do.

SOLE PROPRIETORS OF THE POPULAR BRANDS—
"HAPPY THOUGHT," "DOLLAR BRAND," "STAR MIXTURE" & "GOLD EAGLE."

KELLY & WALSH, LIMITED,
QUEEN'S ROAD CENTRAL, HONGKONG.
Hongkong, 27th July, 1888 [7

W. POWELL & CO.

LAST WEEK OF THE GREAT SALE.
SPECIAL OFFER FOR TO-MORROW (TUESDAY).

TWO Yard Wide SHEETING 50 cents a yard.
BLANKETS $3.50 a pair.
BED QUILTS $1.50 each.
BED ROOM TOWELS $1.25 a Dozen.
TOILET SETS Complete $2.85 Set.

W. POWELL & CO.

VICTORIA EXCHANGE,
Hongkong, 3rd September, 1888. [6

W. BREWER

IS NOW OFFERING

GOOD Iron Frame Pianos that have been on hire for short time at very cheap prices.
Just received and for Sale at English Published Prices.
Richards on Steam Indicator.
Hutton's Works Manager's Handbook.
" on Marine Engineering.
Seaton's Marine Engineering.
Thurston on Steam Boilers.
Herrick on Dynamos.
New Works on Electricity.
Overland Guide to California.
Pocket Guide to Europe.
Reed's Modern Ships of War.
Slaggs Sanitary Work.
Facey on Decoration of Dwellings.
Hunter's Importers' Guide.
Drawing and Measuring Instruments.
Mineral Surveyors' Guide.
Hughes on Waterworks.
Hints to Young Architects.
Quarrying and Blasting and many other New Scientific Books.
Tennis Shoes... Tennis Balls.
Racquet Presses.
Demon Tennis Bats, all weights.
New Ladies' Walking Shoes.
Stylographic Pens.

W. BREWER,
UNDER HONGKONG HOTEL.
Hongkong, 3rd September, 1888 [100

LANE, CRAWFORD & CO.

HAVE RECEIVED THEIR SPORTING GEAR FOR THIS SEASON.

FOWLING-PIECES 12 and 16 Bore.
DUCK GUNS.
ALLIANCE SPORTING POWDER.
ELEY'S CARTRIDGE CASES, WADS, &c.
LOADING and RE-CAPPING MACHINES.
CARTRIDGE BAGS and BELTS.
CHILLED and COMMON SHOT in all Numbers.
SHOOTING BOOTS and KNICKER-BOCKER STOCKING.
WATER-PROOF RUGS.
DOG WHISTLES, WHIPS and COLLARS.
PICNIC STORES.
&c., &c., &c.

LANE, CRAWFORD & CO.
Hongkong, 10th August, 1888 [29

ROBERT LANG & CO.,

TAILORS, HATTERS, SHIRTMAKERS, AND GENERAL OUTFITTERS.

NEW GOODS.

TALL SILK HATS.
" Drab Felt Hats.
Black, Brown Drab and Grey Hard Felt Hats.
Terai and other Soft Felts.
Tweed Hats and Caps in New Shapes.
Straw Hats and Pith Hats.
Silk Umbrellas from $5 each, over 100 to choose from.
A large assortment of Walking Sticks.
Waterproof Coats, Leggings & Chair Aprons.
Travelling Rugs and Scotch Mauds.
Over Coatings, Light & Heavy.
Ulster Tweeds.
Fine Black Diagonal & Cork-screw for Dress Suits.
Black, Blue and Brown Fancy and Diagonal Coatings.
Fancy & Check Tweed Suitings.
Trouserings in great variety of Stripes, Checks and Plain.
Cricketing Flannel, Stripes, Checks and Plain.
White and Fancy Vestings.
French Printed Shirtings.
Unshrinkable Flannel.
Ready Made Ulsters in Stock.
Solid Leather Portmanteaus.
Overland Trunks, Gladstone Bags, and a variety of Travelling Cases, all sizes.
Winter, Medium and Summer Under Vests and Pants.
Silk Half-Hose, Black, Navy and Colors.
Lamb's Wool Merino and Lisle Thread Half-Hose.
White Dress Shirts.
Lacing & Elastic-side Walking Boots and Shoes.
Shooting Boots, Rubber Boots.
Patent Leather Boots & Shoes.
Dancing Pumps, all sizes.
Large Stock of Scarfs, Ties, Handkerchiefs, Braces, &c.

ROBT. LANG & CO.
Hongkong, 22nd February, 1888 [91

EMPIRE BREWERY, SHANGHAI.

"EMPIRE" LIGHT PALE ALE } IN
"EMPIRE" EXTRA STOUT ... } BOTTLES.

PRICES.

Ale,	Pints	$1.30 doz.	or $10.25 per 8 doz. cask.			
"	Quarts	2.30	" "	9.00	" 4	" "
Stout,	Pints	1.30	" "	10.25	" 8	" "
"	Quarts	2.40	" "	9.50	" 4	" "

W. G. HUMPHREYS & Co.,
Bank Buildings.
Hongkong, 27th July, 1888. [646

FOR SALE.

AT WHOLESALE PRICES.

SACCONES' SHERRY, PORT, CLARETS
CHAMPAGNE, HOCKS, BURGUNDY.
BRANDY, WHISKIES, ALE, STOUT.
MACHINERY, COOKING STOVES.
SCALES, BICYCLES and TRICYCLES.
PAINTS, OILS, VARNISH.
PIANOS, SINGER'S SEWING MACHINES.
SODA WATER MACHINERY, Gas Engines.
VELOCIPEDE HORSES.
EMPIRE LUBRICATORS.
ICE MAKING MACHINES.
BICYCLE WHEELS for JINRICKSHAWS.

Apply to
W. G. HUMPHREYS & Co.,
Bank Buildings.
Hongkong, 22nd May, 1888 [1

THE HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LIMITED.

THE Public are respectfully informed that the PEAK TRAMWAY was OPENED for Public Traffic on WEDNESDAY, the 30th May.

WEEK DAYS.

The CARS RUN as follows between ST. JOHN'S PLACE and VICTORIA GAP:—
8 to 10 A.M. every quarter of an hour.
12 to 2 P.M. " half hour.
4 to 8 " " quarter of an hour.

SUNDAYS.

½ past 12 to ½ past one every quarter of an hour, and from 4 to 8 P.M. every quarter of an hour.

Single Tickets are sold in the Cars: Five-Cent Coupons and Reduced Tickets at the Office of
MACEWEN, FRICKEL & Co.,
General Managers.
VICTORIA EXCHANGE,
50 & 52, Queen's Road,
Hongkong, 17th August, 1888. [539

G. FALCONER & CO.,

WATCH and CHRONOMETER MANUFACTURERS and JEWELLERS.
NAUTICAL INSTRUMENTS, CHARTS and BOOKS.
No. 48, Queen's Road Central. [604

Notices of Firms.

NOTICE.

WE have admitted Mr. DAVID AARON GUBBAY a PARTNER in our firm in Hongkong and China from 1st January, 1888.
E. D. SASSOON & Co.
Hongkong, 28th August, 1888 [841

NOTICE.

A. G. SMITH, D.D.S., will take entire Charge of the DENTAL PRACTICE of the Undersigned during Dr. KIMBALL'S temporary absence, and is duly authorized to Sign the Firm.
WINN & KIMBALL.
Hongkong, 23rd August, 1888. [824

NOTICE.

I HAVE This Day Established myself as a SHIP CHANDLER, STOREKEEPER, SAIL-MAKER, AUCTIONEER, SHIPS' COMPRADORE, and GENERAL COMMISSION MERCHANT at this Port, in the Premises lately occupied by Messrs. C. GERARD & Co.
J. G. GÖTZ.
Amoy, 17th August, 1888. [842

Consignees.

"SHIRE" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "BRECONSHIRE," FROM HAMBURG, ANTWERP, LONDON, PENANG, AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all goods, are being landed at their risk, into the Godowns of the Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional cargo will be forwarded unless notice to the contrary be given before NOON, TO-MORROW.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining after the 7th instant, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 7th instant, or they will not be recognised.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
ADAMSON, BELL & Co.,
Agents.
Hongkong, 31st August, 1888. [834

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG, AND SINGAPORE.

THE Steamship
"ARRATOON APCAR"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods are being landed at their risk into the Hongkong and Kowloon Wharf and Godown Company's West Point Godowns, whence delivery may be obtained.

Cargo remaining undelivered after the 5th proximo, will be subject to rent. No Fire Insurance has been effected.

Consignees are hereby informed, that all claims must be made immediately, as none will be entertained after the 4th proximo.

Bills of Lading will be countersigned by
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 30th August, 1888. [850

Shipping.

STEAMERS.

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO YOKOHAMA, KOBE AND NAGASAKI.
(Passing through the INLAND SEA.)

THE Company's Steamship
"GENERAL WERDER,"
Captain W. von Schuckmann, will leave for the above Ports, on or about the 6th instant.
For Freight or Passage, apply to
MELCHERS & Co.,
Agents.
Hongkong, 1st September, 1888. [4

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM TO SHANGHAI.

THE Company's Steamship
"BRAUNSCHWEIG,"
Captain H. Bödeker, will leave for the above place about 24 hours after arrival with the outward German Mail.
For Freight or Passage, apply to
MELCHERS & Co.,
Agents.
Hongkong, 1st September, 1888. [4

THE "GIBB" LINE.

FOR SYDNEY AND MELBOURNE.
(Calling at PORT DARWIN, QUEENSLAND PORTS, and taking through Cargo for ADELAIDE, TASMANIA, NEW ZEALAND, &c.)

THE British Steamer
"DELCOMYN,"
Captain Ekins, due shortly with part Cargo from Japan and Foochow, will be despatched as above on or about the 8th instant.
To be followed by the S.S. "TARTAR" on or about 20th idem.
For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
Managers.
Hongkong, 31st August, 1888. [856

AUSTRO-HUNGARIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, BRINDISI, AND TRIESTE.
(Taking Cargo at through rates to CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, and ADRIATIC PORTS).

THE Company's Steamship
"POSEIDON,"
Captain S. Merss, will be despatched as above on TUESDAY, the 11th of September, at NOON.
For further Particulars regarding Freight and Passage, apply to the Agency of the Company, Praya Central.
O. BACHRACH,
Agent.
Hongkong, 30th August, 1888. [851

Shipping.

STEAMERS.

STEAM TO YOKOHAMA, VIA NAGASAKI AND KOBE.
(PASSING THROUGH THE INLAND SEA.)

THE P. & O. S. N. Co.'s Steamship
"BOKHARA"
will leave for the above places on WEDNESDAY, the 5th September, at DAYLIGHT.
E. L. WOODIN,
Superintendent.
Hongkong, 3rd September, 1888. [3

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship
"ARRATOON APCAR,"
Captain J. G. Olifent, will be despatched for the above Ports, on WEDNESDAY, the 5th instant, at NOON.
For Freight or Passage, apply to
DAVID SASSOON, SONS & Co.,
Agents.
Hongkong, 30th August, 1888. [853

FOR NEW YORK, VIA SUEZ CANAL.

THE Steamship
"MORAY,"
W. S. Duncan, Commander, will be despatched for the above Ports, on FRIDAY, the 7th inst.
For Freight or Passage, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, 1st September, 1888. [861

SAILING VESSELS.

FOR NEW YORK.

THE 3/3 L. I. I. American Ship
"MARY L. STONE,"
Josselyn, Master, shortly expected, will load here for the above Port, and will have a quick despatch.
For Freight, apply to
PUSTAU & Co.
Hongkong, 20th August, 1888. [812

FOR NEW YORK.

THE 3/3 L. I. I. American Ship
"W. H. CONNER,"
Butman, Master, shortly expected, will load here for the above Port, and will have a quick despatch.
For Freight, apply to
PUSTAU & Co.
Hongkong, 1st August, 1888. [755

Mails.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE;
VIA
THE OVERLAND RAILWAYS,
AND
ATLANTIC AND OTHER CONNECTING STEAMERS.

THE Steamship
"BELGIC"
will be despatched for San Francisco, *viâ* Yokohama, on SATURDAY, the 8th September, at THREE P.M.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports.

All PARCEL PACKAGES should be marked to address in full; and the same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

First-class Fares granted as follows:—
To San Francisco $200.00
To San Francisco and return, available for 6 months 350.00
To Liverpool 325.00
To London 330.00

To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.
C. D. HARMAN,
Agent
Hongkong, 18th August, 1888. [2

NORDDEUTSCHER LLOYD.

NOTICE.

STEAM FOR
SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS;
ALSO,
LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in RUSSIA.

ON THURSDAY, the 27th day of September, 1888, at 10 A.M., the Company's Steamship "BRAUNSCHWEIG," Captain H. Bödeker, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, Calling at GENOA.

Shipping Orders will be granted till Noon. Cargo and Specie will be received on board until 4 p.m., and Parcels until 3 p.m., on the 26th September, 1888. (Parcels are not to be sent on board; they must be left at the AGENT'S Office). Contents and Value of Packages are required.

The Steamer has splendid accommodation and carries a Doctor and Stewardess.

For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 1st September, 1888. [4

Mails.

CANADIAN PACIFIC STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, CANADA, THE UNITED STATES AND EUROPE,
VIA
THE CANADIAN PACIFIC RAILWAY
AND OTHER CONNECTING
RAILWAY LINES & STEAMERS.

THE British Steamship
"PARTHIA,"
3,167 Tons Register, Wallace, Commander, will be despatched for VANCOUVER, B.C. and SAN FRANCISCO, *via* KOBE and YOKOHAMA, on SATURDAY, the 8th September, at THREE P.M.

To be followed by the S.S. "ABERDEEN" on the 27th September, and S.S. "ABYSSINIA" on the 6th October.

Connection will be made at Yokohama with Steamers from Shanghai and Japan Ports, and at Vancouver with Pacific Coast Points by the regular Steamers of the Pacific Coast Steamship Company and other Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To Vancouver and Victoria...(Mex.) $160.00
To San Francisco 175.00
To all Common Points in Canada and the United States 230.00
To Liverpool 300.00
To London 305.00

To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese and Japanese Customs, to be obtained on application.

Consular Invoices to accompany Cargo destined to Points in the United States, should be sent to the Company's Offices, addressed to Mr. D. E. BROWN, District Freight Agent, Vancouver, B.C.

Freight will be received on board until 4 P.M. on the 7th September.

All Parcels must be sent to our Office and should be marked to address in full; and the same will be received by us until 5 P.M. the day previous to sailing.

For information as to Passage or Freight, apply to
ADAMSON, BELL & Co.,
Agents.
Hongkong, 3rd September, 1888. [36

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship
"CITY OF PEKING"
will be despatched for San Francisco, *viâ* Yokohama, on TUESDAY, the 18th September, at THREE P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, and Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class Fares granted as follows:—
To San Francisco $200.00
To San Francisco and return, available for 6 months 350.00
To Liverpool 325.00
To London 330.00

To other European Points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service, and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.
C. D. HARMAN,
Agent.
Hongkong, 29th August, 1888. [1

STEAM FOR
SINGAPORE, PENANG, COLOMBO, ADEN, PORT SAID, MARSEILLES, MALTA, GIBRALTAR, BRINDISI, ANCONA, AND LONDON;
ALSO,
MADRAS, CALCUTTA AND AUSTRALIA.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR BATAVIA, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIE ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship "CATHAY," Captain J.P. Hassall, with Her Majesty's Mails, will be despatched from this for LONDON direct, VIA SUEZ CANAL and usual Ports of call on WEDNESDAY, the 12th September, at NOON.

Cargo will be received on board until 4 P.M. Parcels and Specie (Gold) at the Office until 4 P.M., on the day before sailing.

For further particulars regarding FREIGHT and PASSAGE apply to the PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY'S Office, Hongkong.

The Contents and Value of Packages are required to be declared prior to shipment.

Shippers are particularly requested to note the terms and conditions of the Company's Black Bills of Lading.

E. L. WOODIN,
Superintendent.
P. & O. S. N. Co.'s Office,
Hongkong, 28th August, 1888. [3

Intimations.

A. S. WATSON & CO., LTD.

OUR NEW SEASON'S

FLOWER AND VEGETABLE SEEDS

ARE NOW READY.

Flower Parcels of 50 Packets, price, $10.00
" " of 20 " " 5.00
Vegetable " of 45 " " 7.50
Single Packets at list prices.

SPECIAL FLORIST'S SEEDS.

In Packets of six or more named varieties, viz:—

CLOVE PINKS—PANSIES—PHLOX—HOLLYHOCKS—PORTULACA, VERBENA and PETUNIA.

MIGNONETTE MACHEL (The New Variety).

Priced Catalogue on application.

THE HONGKONG DISPENSARY,
Hongkong, 31st August, 1888. [5

DEATHS.

On the 2nd instant, at the Government Civil Hospital, Mr. R. W. LOWNDES, aged 76. [1867

At Tientsin, on Tuesday morning, the 14th August, SAMUEL EDWARD WILLIAMS, of Chefoo (native of New York), aged 43.

At Kaiping Mines, on the 23rd August, JOHN NAYLOR, aged 35, Senior Overman in the C. E. & M. Co.'s Service.

The Hongkong Telegraph

HONGKONG, MONDAY, SEPTEMBER 3, 1888.

THE traffic receipts of the Japan Railway Company for the month of June were *yen* 99,262.86, of which *yen* 45,030.833 were from the first section, *yen* 24,929.715 from the second section, and *yen* 19,302.312 from the third section. Such satisfactory returns, as a purely commercial speculation and apart altogether from public convenience and political necessities, should strongly appeal to the commonsense and self-interest of the high authorities of the Peking Government. These worthies, however, appear to be in no hurry to move with the times, and contentedly allow China to lag behind in the race for Far Eastern supremacy, allaying their consciences—assuming they possess such altogether unnecessary articles—and vindicating their patriotism by only feebly opposing the resolute attempts of LI HUNG-CHANG to drag the Middle Kingdom out of the 'slough of despond' in which she has helplessly wallowed for past generations. But what has failed to arouse their patriotism may wear quite a different aspect when their self-interest becomes an important factor. And judging by the eminently satisfactory results achieved by the China Railway Company, Limited, during the first year of its active operations, there would appear to be good grounds for believing that the time is not far distant when even the retrograde fossils who "run" the wheels of government in Peking will recognise the benefits of the railway system.

We are indebted to the courtesy of Mr. WOO LIN YUEN, the special agent in this colony of the China Railway Co., Ld., for some interesting particulars regarding the working of this enterprise during the past twelve months. This line of railway—which is actually the pioneer railway in the Middle Kingdom, as the defunct Woosung line was never anything but a useless toy—was started under the auspices of His Excellency LI HUNG-CHANG, who is still the moving power, and has been carried on under the general management of Mr. NG CHOY, barrister-at-law, and erstwhile unofficial member of the Legislative Council of this colony. The line runs from Tongsan to Yungchong in the province of Chihli, a distance of 90 *lis*, or about 27 English miles, and no doubt owed its original existence to the Kaiping coal mines, from which a considerable portion of its revenue has been derived. For the past year, ending the third Chinese moon, the gross receipts of the railway totalled taels 53,943, showing a net profit of taels 19,606. The Directors have declared a dividend of 6 taels per share—the capital of the Company is taels 1,000,000, but only a fourth of that amount has yet been called up—, and apportioned the balance in various ways. Now, although a return of six per cent. per annum would not, under ordinary circumstances, appear a particularly handsome return for an investment of this description, it must be admitted that on carefully analysing the true position of affairs it must be regarded as unusually satisfactory. Here is a new concern, with its termini at two comparatively small villages, and heavily handicapped, not merely by race prejudices and opposition but by inexperienced and expensive practical working, realising a clean profit of nearly twenty thousand taels on a capital of a quarter of a million—that is practically eight per cent. On looking at the report we find that 1,166 first and 146,333 second class passengers travelled over the line during the year, the principal merchandise carried being 170,588 tons of coal from the Kaiping mines, 81,543 tons of bricks, three million catties of lime, and 15,566 packages of general goods. These figures are promising indeed, and now that the line has been extended from Yungchong to Tientsin, the latter the most important commercial city in Northern China, the traffic must be immensely increased. In fact, it seems almost certain that the success which has met the introduction of railways into Japan will repeat itself in China, and as now that LI HUNG-CHANG has practically demonstrated with this small Tientsin Company the may advantages and the substantial profits to be realised from the "iron road," there is reason to hope and believe that the Chinese Government will abandon its policy of obstruction and decide to move along with the times.

TELEGRAMS.

(Reuter.)

HURRICANE IN ENGLAND.

LONDON, August 31st.

A terrific hurricane has swept over the southern counties of Great Britain, doing much damage to the crops.

ITALY AND FRANCE.

It is semi-officially stated that the manœuvres of the Italian fleet are not hostile to France, which country M. Crispi would not willingly provoke; also that the interviews between the Italian Minister, Prince Bismarck, and Court Kalnoky have not changed the policy of the European powers.

(From *Straits Times*.)

ITALY, GERMANY, AND AUSTRIA.

BERLIN, August 25th.

Signor Crispi has left Friedrichsruh. At the interview between himself and Prince Bismarck, cases were defined in which either Italy, Germany, or Austria, might consider herself attacked even though her territory was not invaded, and claim help from the others.

THE FISHERIES QUESTION.

LONDON, August 25th.

It is believed that Canada and America will allow the *modus vivendi* to continue.

WASHINGTON, August 25th.

President Cleveland's message to Congress regrets the rejection of the Fisheries Treaty but at the same time compels him to ask the Powers to retaliate, and suggests means whereby the greatest injury will be inflicted on Canada with the least harm to the interests of the United States.

LONDON, August 27th.

The Canadian Press has received President Cleveland's message calmly, but in reviewing it states that Canada will never submit to coercion and will uphold her rights at any cost.

ITALY AND AUSTRIA.

Signor Crispi has had several interviews with Count Kalnoky.

LOCAL AND GENERAL.

THE return of the number of visitors to the City Hall Museum for the week ending 2nd September, are:—European, 138, Chinese, 1,651; total 1,789.

THE *Chinese Times* says it is impossible to hide the fact that an epidemic of cholera, or a passable imitation of it, now prevails in Tientsin, Taku, Tangku, Kaiping, and along the lines of intercommunication by land and water.

THE British gunboats *Merlin*, Lieut.-Commander W. H. Maturin, and *Espoir*, Lieut.-Commander R. H. Smith, left this morning for a cruise, and the cruiser *Satellite*, Capt. T. P. Nesham, for target practice.

THE "Ford House" at Kobe was burned to the ground on Sunday the 19th ulto. Mr. George Ford was so seriously injured during the conflagration that he died in hospital the following day.

THE wreck of the Siamese brig *Doretta* and her cargo of wood, as they now lie in the Chusan Archipelago, were sold by public auction at Shanghai by Messrs. Wheelock & Co. on the 29th ulto. The vessel was knocked down for taels 35 and the cargo for taels 240, a Chinese being the purchaser.

THE wreck of the Indo-China S. N. Co.'s steamer *Leesang* was sold at Shanghai by public auction on Monday last, Messrs. Hopkins, Dunn & Co. officiating as auctioneers. The vessel and cargo realised taels 2,250, and the wrecking gear on board taels 555, the purchaser being a Chinese from Chefoo. The *Courier* says that an impression prevailed that he represented the authorities at Port Arthur, but whether this is so or not does not seem to be definitely known. The strongest rival bidder was also a Chinese from the North.

WE are informed by our Macao correspondent under to-day's date that the funeral service in commemoration of the late Major Vaquinhas was to take place to-day at 8 a.m. at the Macao Cathedral. His Excellency the Governor having signified his intention of being present, it was expected that the priest selected to preach on the occasion would have the courage to tell Senhor da Costa a few bitter truths, which would do our ready-made autocrat a great deal of good, both in body and mind. It is notorious that a very large number of Chinese have been invited to attend the service. Dean A. da Silva, a septuagenarian, is seriously ill from fever and diarrhœa. A couple of nights ago a band of robbers entered a *Fan-tan* gambling house, and by throwing pepper in the eyes of the chief croupier and his attendants, managed to carry off $100 from the table. The police did not put in an appearance in time to secure the plunderers who decamped with the booty. The *Government Gazette* gives the number of deaths during August as 259 being 198 Chinese and 61 Europeans. No fresh cases of cholera have been reported from the lazarettes.

THE former Chinese Minister Extraordinary and Plenipotentiary at Berlin, Hsu Ching Cheng, has been invested with the First Class of the Order of the Red Eagle, one of the highest distinctions of the German Crown.

WE hope the European signatories of the Hongkong Jubilee address to the Queen will be gratified to learn that 'Her Most Gracious' has commanded Lord Deliver-us to convey to them her sincere thanks for their loyal congratulations.

ACCORDING to a return furnished by Mr. W. Taylor, the spirits distilled by the China Sugar Refining Co., Ld., for the quarter ended August 27th amounted to 38,603.76 proof gallons. The rum business would appear to be looking up at East Point.

THE pilot of the steamer *Kaisow*, who was landed at Dover on the 1st. August stated that while running up the Channel they ran down a small boat, and that the occupants, a man and a boy, were both drowned before they could reach them. The *Kaisow* proceeded to Glasgow.

THE following Imperial decree is translated from the *Peking Gazette* of the 17th August:—We command Wu Ta-ch'eng to assume the acting appointment of Director-General of the Yellow River and proceed at once to his post without coming to Peking for instructions. Let Chang Chih-tung combine with his other duties that of acting Governor of Kuangtung.

OUR infallible morning contemporary, in its "Olla Podrida" of this date, gives the world the highly important news that "owing to the great heat and the unsanitary condition of Cairo, the death-rate there during July was 98 per cent." We wonder how many living would have been left in Cairo at the end of July, after 98 had been removed out of every hundred!

THE *L. & C. Express* says that the distinctions of the Order of the Rising Sun, which the Emperor of Japan has been pleased to confer on Prof. J. M. Dixon and Prof. John Milne, of the Imperial University, Tokio, have created considerable satisfaction in many quarters at home, where the high qualities and attainments of the recipients are well known and appreciated.

By kind permission of Colonel D. G. Anderson, the Regimental Band will play in the Murray Barracks, on the 4th Sept., (Tuesday), from 8 till 10 p.m. The following will be the programme:—

March	"Queen of my Heart"	Collier.
Overture	"Guillaume Tell"	Rossini.
Valse	"Rhoda"	Bucalossi.
Gavotte	"Semplice"	Lee.
Selection	"Pepita"	Lecocq.
Selection	"Rose of Castile"	Balfe.

JOHN MORAN, Bandmaster.

THE Shanghai *Courier* reports that one of the sailors of the ship *Emma T. Crowell* was attacked by cholera on Monday afternoon (August 27th) and died in the Hospital at 1 a.m. the following day. As the vessel was leaving port, the Captain could not get his men on shore to attend the funeral, which took place on the afternoon of the 29th, but a number of residents volunteered their services instead. It appears the man had been eating fruit, and was taken ill at noon on the Monday, but did not complain till 4 p.m. Medical aid was at once summoned, but too late to be of any service.

IT will be remembered, says the *Shih Pao*, that one of the Empresses of the ex-Emperor Hsien-fêng, known to foreigners as the "Empress of the Eastern Palace," died some years ago, and her remains were temporarily entombed at one of the country places outside the Fu Cheng Gate. The Board of Revenue has furnished ten pails of paint, and a number of painters have been directed by the Board of Works to have the coffin newly painted, and to draw upon it representations of the Dragon. Some time during the seventh moon the coffin will be removed, and 500 men will be employed to carry it from its present resting place to the Imperial Mausolea.

THE Hongkong Rifle Association's first "Spoon" competition at 600 yards was brought to an issue at Kowloon on Saturday afternoon when the veteran Mr. E. L. Woodin succeeded in coming out well ahead of ten competitors with a total of 28. Two 'mimbers av the foorce,' Constable Warnock and Sergeant Fowler, tied for second place with 25, and Mr. John Andrew did fairly well with 23, but the others made a sorry exhibition of themselves, two of them, Constable A. Watson and Mr. F. G. Collins, actually failing to find the target in their seven shots. Practice at medium and long ranges should be encouraged, and we are glad that the Association has taken the matter in hand.

SAYS the *Straits Times*:—Foreigners continue to invest capital in British North Borneo in increasing numbers. In Holland and Java, shares in North Borneo tobacco companies find ready sale. So great is the confidence in the Netherlands in the new land of promise, that a former Minister for the Colonies has actually been promoting one of the newly established ventures. No doubt the liberality with which land used to be granted away there to any one who could show the means to open up the country, has been a powerful factor in arousing adventurous spirits to try their luck in that quarter. Now that the current flows so strongly, the raising of the price of land will prove no check to the inflow of capital and enterprise. It is passing strange that British people fear to tread where foreigners so eagerly venture. Perhaps this unaccountable diffidence will vanish on the establishment of a British protectorate. Meanwhile experience in other lands when similar speculative enthusiasm prevailed at one time, teaches that a reaction is sure to set in sooner or later. In any case, prudence counsels waiting first to see what the soil of Borneo will show to reward the adventurous estate pioneers, before giving unqualified praise to the sinking of dollars in millions in plantation enterprise there. The many instances in our neighbourhood of money hopelessly sunk in cultivating waste land suggest caution in such matters. Too ready facilities in acquiring that article will lure many to ruin. Looking before leaping cannot be safely disregarded in such matters.

THE P. & O. Company's steamer *Khiva*, from Bombay, left Singapore this morning at 8 o'clock.

A CORRESPONDENT of the Shanghai *Mercury* writes from Kobe under date the 23rd ulto.:—Yesterday at daylight the steamships *Glengarry* and *Yokohama Maru* arrived here together, from Shanghai, I believe. The former was placed into quarantine outside the harbour limits, owing to a member of her crew having called ashore in Nagasaki, or Shimonoseki, to see his family, but the place in question being declared infected, the steamer was placed in quarantine.

OUR Tientsin native contemporary reports that at a place 30 *li* west of Peking, called Hsu Lu K'ou, the river rose suddenly during the night of the 13th August, and overflowing its banks submerged the adjacent fields and houses drowning a number of people and cattle, and causing serious damage to the crops. The local authorities at once proved to the scene of the disaster, and seeing the corpses of the drowned people gave orders for the necessary number of coffins to be made, and had the bodies interred. The loss of lives was due to the suddenness of the disaster, the farmers being all taken by surprise.

THE *Correio Macaense* of the 31st ulto., in an article headed "A martyr of duty," has the following among other remarks on the lamented death of Major Vaquinhas:—"The deceased's expression of an opinion in favour of the dissolved Municipal Chamber of Macao,—an opinion which he was fully entitled to express—, was the bone of contention which has brought about his death. It was for this reason that, against all the dictates of conscience, he was ordered to take command of a body of infected men, by whom he was in turn infected. This sad result must have been fully anticipated, and if its promoter is not criminally responsible, probably for being placed above the laws, he ought at least to be under that moral responsibility from which no one can escape and which conscience denounces. José dos Santos Vaquinhas died at his post while fulfilling the orders of the superior authority; but who will support to-morrow his mother and his son? The promoters of his death? Certainly not. . . . . A martyr of duty, he prematurely succumbed at the Cacilhas lazarette. His death may be classified as an unpremeditated murder, (if such a thing be possible), and we believe this is what really took place."

THE latest progressive achievement in the waters of this colony is the formation of the Steam Launch Company, Limited, which is destined to fill a long felt gap in our means of communication with the neighbouring peninsula of Kowloon and with the outlying stations of Stanley, Pokfulum and Aberdeen on the other side of the island. At present the service of steam launches between Victoria and the places alluded to, although possibly effective to a certain extent, is essentially irregular, and, with the exception of the solitary boat running from Pedder's Wharf to Kowloon Point, is entirely monopolised by Chinese. Doubtless it will be some time before Europeans will have occasion to cross over to Yau-ma-ti or Kowloon Dock, or go round to Shau-ki-wan, Aberdeen, or Stanley in sufficient numbers to keep up a regular steam launch communication with these places; but that the time will come when the south-eastern and south-western seaboards of this island, as well as a great portion of the Kowloon peninsula will be inhabited by the European population, may be regarded as certain. The general idea underlying the formation of the Steam Launch Company, Limited is probably an anticipation of events in this direction. The Company's main object in its present initiatory stage is to facilitate communication with Kowloon, a fast flourishing suburb of this land-locked Gibraltar of the Far East. That Kowloon deserves the attention which is paid to it, and that the residents of Hongkong really require a better-regulated and a more extended service of steam launch communication with the opposite peninsula, are truisms about which there can be but one opinion. Up to the present time the solitary old *Morning Star* suspended her trips to and from Kowloon Pier just at a time when both the residents of Kowloon and their Hongkong visitors would most require a passage across,—at seven or half-past in the evening. If business pressure or any other motive should detain a Kowloon man in Hongkong beyond seven o'clock, his return home would have to be accomplished in a sampan, weather permitting; and in the contrary case, he would be detained in Hongkong for the night. In the summer months and in the dry autumn which succeeds stormy August and equinoctial September, many are the residents of Hongkong who cross over, either for bathing purposes, or for a quiet game of lawn tennis, or simply for a change, for Kowloon is a shade cooler than the northern side of this island, and a bit of a sea trip is always desirable in sultry weather. This Kowloon-wards movement augurs well for the future of the peninsula. We are sadly in want of an outlying locality partaking more or less of a sylvan character and bordering on the sea, where we should be able to spend pleasant hours in the evening, under the genial light of gas lamps, in the vicinity of a music stand, or partaking of any other of the many open air sources of amusement which are to be found in all seaside resorts at home and the civilised world all over. There is no more appropriate place for such a source of recreation for Hongkongites than Kowloon Point. The only desideratum so far has been a want of regular and late communication with the place, and as this has now been supplied by the Steam Launch Company, it is to be hoped the Public Works Department will take effective measures to meet the exigencies of the times by building an esplanade, with all the modern improvements and comforts adapted to our climate, along the the eastern shore of Kowloon Point, from the Pier, past the Fort, as far as the Bay. When that is done, the rest will quickly follow.

THIS morning Mr. Sercombe Smith imposed a fine of $15, with the alternative of three weeks imprisonment with hard labour, on a barber who had been found by an officer of the Excise engaged in the illegal pursuit of boiling opium dross at No. 46 Jardine's Bazaar, on the 1st inst. Defendant admitted the charge, but explained that he was boiling it for the purpose of making a kind of tea to be taken by himself in gentle doses, with the object of curing his weakness for smoking it. This ingenious argument, in the opinion of the learned magistrate, would have held good in Utopia, but was palpably a good deal "too thin" for Hongkong.

AT the Police Court this morning, before Mr. Wodehouse, four cargo-boat women and two men were charged by Sergeant McDonald with being in-shore before gunfire with their boats. Complainant said the defaulters brought their boats in to the Canton wharf about half past four o'clock and there made them fast, whereas it was an understood thing amongst them that they should not approach the wharves or the Praya till the morning gun fired at five o'clock. Defendants admitted the charge and were fined $2 each. His Worship also fined two boatmen in similar cases for being found by the police riding at anchor in the navigable part of the harbour without lights.

THE Fairfield Shipbuilding and Engineering Company (Limited) launched from their yard on the 31st ult., at Govan, a steel screw steamer named the *Chow-Fa*, of about 1,650 tons gross for the Scottish Oriental Steamship Company (Limited), for their service on the China coast. The dimensions of the steamer are as follow:—Length, 270 feet; breadth, 36.9 feet; depth, 22.9 feet. It is built according to the three-deck rule, to class with Veritas. The vessel will be fitted by the Fairfield Company with a set of their triple expansion engines, with three inverted cylinders, direct acting with surface condenser—h.p. cylinder, 22 inch; intermediate, 36 inch; and low, 57 inch by 3 feet 6 inch stroke. Steam will be supplied by two cylindrical tubular boilers, with three corrugated furnaces in each, and adapted for a working pressure of 150 lbs.

CHEUNG FUK, a carpenter, aged 22, was to-day charged before Mr. Sercombe-Smith with assaulting a private of the 58th Regiment with a hatchet. The complainant, George Gardener, said he was a private of the 58th Regiment and was employed on the morning of Saturday last at fatigue duty in scrubbing and cleaning the verandahs of the barracks. The accused was working near him, and had a bench upon which witness sat down for a moment to rest himself. As soon as he sat down defendant shoved him off, upon which witness hit him with a "squeegee" he had in his hand, whereupon defendant seized his axe and struck him over the arm, inflicting a wound about one and a half inches long. Defendant then followed witness up and aimed another blow at him over the head. This story was corroborated by Lance-Corporal White, but denied by defendant and a Chinese assistant who was with him. While making his defence in Court the accused was a good deal excited and spoke of complainant as "a devil" and "a barbarian." He was sentenced to imprisonment for two months, with hard labour, and in addition fined $2 for using insulting expressions in the presence of a magistrate.

A VERY old and toothless woman, who might have been taken for Belzoni's historical mummy, animated for the occasion, was to-day dragged before Mr. Sercombe Smith and charged by Yan Atsoi, No. 2 Forest Guard, with destroying trees on the hill-side near Kennedy Road and Wanchai. The old party, with many genuflexions of head and arms, admitted the heartless impeachment, and declared that the shrubs were taken with the object of making medicine—she being understood to say that she kept a drug store in a select district of Wanchai. Her zealous custodian then produced the stealings, which consisted of nothing more than two baskets of leaves, for which Mr. Sercombe Smith imposed the penalty of one dollar or one week's imprisonment. The fine was not paid, and, of course, the aged defendant went to gaol. While there is no doubt that our magistrates' duties are to administer the laws with evenhanded justice to all, it is impossible to suppose that they are unaware of the necessity of being guided sometimes by the monitors of common sense and compassion, and why Mr. Sercombe Smith, unless he is quite impervious to all fine and generous feelings of the heart, should have sent this wretched old woman to gaol for seven days is really difficult to comprehend. It would have been a heartless piece of cruelty if she had been found in possession of two saplings, but as the case stood it is doubtful if her buckets contained as much as two pounds of woody fibre; in fact the contents were principally leaves.

SUPREME COURT.

IN APPELLATE JURISDICTION.

(Before the Hon. J. Russell, Acting Chief Justice, and Mr. A. J. Leach, Acting Puisne Judge).

CHOW KI SHUN *v.* TSANG HOW.

This was an appeal against an interim attachment obtained by the defendant in respect of ownership of a junk and other property at Shaukiwan. It had been first called before Mr. Justice Leach, and was adjourned in order that the question as to which side should open the case might be settled.—Mr. J. J. Francis, Q. C., instructed by Mr. Webber, again appeared for the appellant, and the Attorney-General (the Hon. E. L. O'Malley), instructed by Mr. Dennys, was for the respondent.

Mr. Francis stated that judgment was given for his client against the owner of a junk at Shaukiwan, in satisfaction of a debt of $757. On the following day the respondent obtained an interim attachment, upon which the Court bailiff seized the junk. His client now appealed against this attachment, and the question to be first decided was as to which side the *onus probandi* lay with. There were no precedents, that he knew of, to guide the Court, interim attachments being unknown in England, although recognised by the Indian Penal Code, from which it had been copied in the local ordinance. He submitted that it was for the respondent to prove his claim, and for the appellant simply to disprove it, without himself proving any title. The object of the appeal was not to decide whether the appellant was owner of the property or not, but for the Court to find that the respondent was not the owner. It was a measure of commonsense to throw the burden of proof on the person asking for interim attachment.

The Attorney-General stated that under Ordinance XIII of 1873, section 77, the claimant was allowed to come into a suit between the plaintiff and the defendant, and an interim attachment enforced by him would stand until it was proved by the plaintiff (in this case the appellant) that the defendant was not in possession of the property in dispute when it was seized.

The Acting Chief Justice said that the legal proverb "Possession is nine points of the law" applied directly to this case. The respondent had possession, under a legal process, and anyone trying to oust him ought, from a common-sense point of view, to show a better title. He decided that it was for the appellant to open the case.

Mr. Justice Leach concurred.

The case will probably be heard on Friday.

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

The twenty-second half yearly meeting of the shareholders of this Company was held this afternoon, at the offices, Queen's Road. Mr. I. Poesnecker presided, and there were also present—Messrs. St. C. Michaelsen, C. von Buse, J. Moses, J. Thurburn, Hon. P. Ryrie, T. Jackson, J. Whittall, E. George, D. C. Sassoon, Rutter, Danby, Whitehead, P. Jordan, E. Burnie, V. A. C. Hawkins, H. Harmes, D. A. Gubbay, W. K. Loxley, W. Parlane, G. H. Potts, A. Woolley, E. D. Maitland, M. J. Silas, S. R. Marcus, C. Mooney, and A. S. Garfitt, (Secretary.)

The Chairman said:—Gentlemen, The report has now been in your hands for two weeks and we will with your permission take it as read. When last I had the honor of addressing you I mentioned that the competition in our business was exceptionally severe, and the difficulty of profitably working it much increased. As most of you are probably aware, this competition still continues and there is, as far as we can see, no immediate prospect of a change for the better. We are managing, however, to hold our own and it is very gratifying to us to be able to again place before you a report that must be considered highly satisfactory. Turning to the report itself you will notice the cash in hand figures are $103,460.27, a much bigger sum than is usual or we under ordinary circumstances hold. The explanation is that we were negotiating to loan a large sum on mortgage and were accumulating funds for that purpose. The item of property foreclosed has disappeared from amongst our assets, and in its place you will find a very satisfactory item at credit of working account viz. $23580—profit realised on the sale of it. The Company had been farming the property for some years, but although it gave a good return on the original loan the Directors deemed it advisable to take advantage of the late rise in land and realise it. All our Mortgages are thoroughly sound and as most of them have been running on for several years the value of our security has increased considerably since the loans were made. Our sterling investments are calculated at 3/6 per dollar and it is the present intention the Board to keep them thereat. I think these remarks cover all the important points connected with the Company's position. The sterling holdings amounted to £99,404-18-4, equivalent, at 3/6, to $45,680.28-09. If converted at 3/ there would be a surplus of $94,671.35. If there is any point in regard to which further information is desired by the shareholders I shall be very happy to answer any questions. The Directors recommend a dividend of 20 per cent to shareholders, a bonus of 15 per cent to contributors of business, that $150,000 be carried to the reserve fund which will now stand at $550,000 and $261,119.28 forward and I hope this arrangement will commend itself to the shareholders. We should have liked to maintain the bonus at last year's rate of 17 per cent. but after very careful consideration we have come to the conclusion that the interests of the Company are better served by returning only 15 per cent. this year and I have no doubt that this will be approved of. It is now 6 years since any of the profits of our underwriting have been carried to reserve, and during these six years competition has much increased and rendered more than ever necessary ample reserves. As an example of how rates have been reduced during that period I may tell you that in 1882 our f. p. a. rate by Holt's and Glen's from London to Hongkong was almost exactly double what it is to-day. No doubt the average of loss has also decreased, but unfortunately not at the same rates as the rates of premium. During our past financial year two fine steamers, the *Abyssinia* and *Sikh*, outward bound to China, were totally lost, and then a third one, the *Lennox* sunk in the Mersey and was subsequently raised, so you see that our present rates of premia cannot be expected to leave any great margin of profit. We are, however, as I have already said, more than holding our own, and you may rely that no effort will be spared to endeavour to continue rendering as satisfactory account as those which it is our pleasing duty to present to you to-day.—He then moved that the report and balance sheet be adopted.

Mr. Jackson seconded, and it was agreed to.

Mr. Georg moved that Mr. Michaelsen be confirmed in his seat on the Board.

Mr. Traves seconded; agreed.

Mr. Whitehead proposed the re-election of Messrs. Thurburn and J. R. Moses as directors.

Mr. Sassoon seconded; agreed.

Mr. Loxley proposed the re-election of Mr. T. Arnold and Mr. H. U. Jeffries as auditors.

Mr. Mooney seconded; agreed.

Mr. Danby moved a vote of thanks to the Board for the excellent report they had presented. It was warmly accorded.

The Chairman, in reply, said that it was largely due to the energetic staff that such a pleasing report could be presented.

That concluded the business.

CHINA'S SORROW.

DEGRADATION OF HIGH OFFICERS.

The following Imperial decree is published in the *Peking Gazette*:—

We have received a memorial from LI HUNG-TSAO and his colleagues at the Yellow River, stating that the autumn freshets are at hand, and asking permission to postpone the work until they had slightly subsided. The perusal of the report has caused Us deep annoyance and vexation. Since the occurrence of the disaster at Chêng Chou in the 8th moon of last year We have repeatedly issued instructions to the Director-General of the River and his colleagues to lose no time in devising measures for closing the breach, and have, at various times, furnished them with funds to carry on the work, amounting in all to Tls. 9,000,000. We repeated Our injunctions time after time both in explicit Decrees and telegraphic messages. The Court, in its anxiety for the well-being of the people, spared no efforts in raising funds to meet the emergency, but in spite of repeated and urgent reminders, the Director-General and his colleagues remained inactive and took no measures for starting the work until the end of the year. Fortunately during the spring and early summer the water in the river was lower than it has ever been known to be in the past. Some time ago the Throne was informed that only six stages of the work remained to be completed, and that the closure of the breach might be effected at an early date. We confidently hoped that the whole work would be soon finished and some millions of Our subjects restored to their houses and homes. On the 29th July last, however, a boat containing materials was accidentally sunk at the western embankment, and the obstruction caused thereby

prevented the advancement of the work Further, no steps were taken beforehand to divert the current, and the result was that the volume of water that kept rushing up to the breach grew greater day by day until at length when the freshets did arrive no closure was possible. Li Hung-tsao and his colleagues cannot escape blame for the inefficiency of their management. Having regard to their statement that the matter is beset with difficulties, it would serve no good purpose if We were to force them reluctantly to press on the work, and We therefore command that it be temporarily postponed, that steps be taken for safeguarding what has been already finished, and that materials be collected for immediately resuming it as soon as the autumn freshets shall have subsided. Li Ho-nien, as Director-General of the River, was invested with a responsibility which could not devolved on others. On the day he took leave of Us he boasted that he would complete the work in a very short time. From the time he reached his post however, the whole tone of his reports was of an evasive nature, and he never exerted himself in the least to press on the work. His whole conduct was trifling and perfunctory, with the result that the work has miscarried on the eve of completion, and public funds have been wasted. His offence and that of Ch'êng Fu are alike, and if either of them were left at the work, it can scarcely be expected that they would attain any success. We command that Li Ho-nien be stripped of his feather and his brevet rank and that both he and Ch'êng Fu be sent to the military post roads to atone for their guilt. Li Hung-tsao was the officer in supreme control of the work, and Ni Wên-wei had joint responsibility with him. They had neither method nor fixed plans in the direction of the work, and they are also blameworthy. We command therefore that both Li Hung-tsao and Ni Wên-wei be degraded to third class rank and left for the present at their posts. We have already deputed Wu Ta-ch'êng to act as Director-General of the Yellow River, and we command Li Hung-tsao to remain in charge until his arrival, after which he will proceed at once to Peking. Shao Hsien and P'an Chi-wen, who were in charge of the works at the eastern and western embankments, both failed to attain any measure of success, and have incurred a grave penalty; let them both be degraded and remain at the work to atone for their offence. If they again fail to exert themselves and to assure the safety of the new work they will assuredly be severely dealt with. We have directed the Board of Revenue to raise large funds without delay for the prosecution of the work, and We command Li Hung-tsao to take the requisite measures for diverting the current, making excavations and collecting supplies of materials, furnishing Us at the same time with a minute report on the subject. He and Ni Wên-wei will ascertain the names of the civil and military authorities at the two embankments who have contributed to the present mishap and denounce them unsparingly.

FOREIGN TRADE AT CHINKIANG.

The correspondent of the Shanghai *Mercury* writes under date August 26th:—

Foreign merchants in Chinkiang are still growling at the continued decrease in their business; various reasons are given by them as to the cause, but so far as I know they have not yet struck one of the chief. In one of the papers lately a letter appeared, evidently penned by them, in which the whole blame was thrown on the shoulders of H.M.'s Consul and our Commissioner of Customs. This was most unjust, for these two officials have at all times done their best to further the interests of all foreigners in the port even under most trying circumstances; in the matter of transit passes, about which we have heard so much, and which is the great cause of complaint it is the merchants themselves who are to blame for having been so short-sighted as to agree to the conditional rules in the first instance. These rules were agreed to many years before our present Consul and Commissioner arrived, and this being the case, it is scarcely fair to blame them if they find it difficult to rectify what the merchants now think was a mistake. These two officials have a most delicate task to perform; they have to re-open a dispute which was settled by their predecessors, and further to induce the Chinese to give up the advantage they then obtained. At all times it is next to impossible to make a Chinaman give up anything once allowed to him, and in the present instance it is doubly difficult, as there is only one way, and that is for H.M.'s Consul to demand the necessary alteration as a Treaty right and to take no refusal; but this would be a most dangerous step for any British Consul to take, for should any trouble occur, he certainly would not receive any encouragement from Peking. The matter would no doubt be settled to the satisfaction of the Chinaman, but the Consul's name would, in all probability, be entered in the black book for a "Paddy's promotion" or removal to some port well out of the way. This has occurred before to-day to Consuls who have shown themselves more than ordinarily zealous in seeking to forward British interests; and there seems to be no reason for supposing that the Foreign Office intend making any change in their *modus operandi*, which evidently means "Peace at any price during our time;" they do not care one iota for the future, and it appears to be a matter of the most perfect indifference whether the privileges which have been won from the Chinese at the point of the bayonet are allowed to British residents or not, so long as they are not troubled to settle the matter.

The cause to which we may attribute this decrease in the foreigners' business, is the admission of Chinese, who have no connection at all with foreigners or their businesses, into the Concession; they are able to rent hongs and can put through all their business themselves; also, their expenses being less than half those of a foreigner, they do all business at a very small profit, and in this way have now nearly the whole of it in their own hands. I hardly think it was intended by the British Government that they should be allowed to live and do their business there as freely as the foreigner himself; yet such is now the case, and the foreigner is being quietly ousted out. The foreigner can do little or no business, and he is not even allowed a quiet residence in the Concession; he is hemmed in on all sides by Chinese opium hongs, pawnbroking shops, or by hotels, which are nothing more nor less than respectable (?) Chinese brothels; during the day the streets are crowded with coolies carrying goods; the bund is lined with boats discharging their cargoes, but these goods, etc., represent none of the foreigner's business; it is all purely Chinese, at least ⅞ths of it is.

The Chinaman, on the other hand, finds the so-called British Concession a most lucrative place for business; he is well out of the way of his own officials; he finds it most handy to the foreign Customs; he, to a certain extent, appreciates foreign houses, good roads, police and lighting, etc., and, taken on the whole, as a convenient place to do business and also live in; it surpasses anything he has previously known; he is well supplied with every convenience; an unlimited number of "sing-song" girls, etc., are allowed to live in, and wander from place to place in the Concession at all hours of the day or night for his special delectation.

To sum up the relative position of the Chinaman and the foreigners in the Concession; The Chinaman prospers and has all his heart can desire; and his comfort is greatly added to by the good order which the foreigner maintains; but on the other hand, the foreigner is barely able to make his "chow," and is at all times annoyed, especially at night, by the disorder and noise introduced by the Celestial.

The question which now naturally arises is, where are we to look for an explanation of this state of things? and there is only one reply. Four merchants, three of whom are absent, have by hook, and if rumour speaks truly, sometimes by crook, obtained possession, nominally at any rate, of nearly the whole concession. (I use the word nominally advisedly, as I am perfectly aware that, in one case at least, the property does not belong to the merchant, but is merely held in trust by him for a Chinaman).

Now the only possible interest that the three absentees can have in the Concession is to let their houses to the highest bidders; they ask no questions as to who the people are, or for what purposes the houses may be taken; that does not affect them in the slightest degree, so long as the dollars are forthcoming; the fourth gentleman who still remains in the port, follows well in the footsteps of his absent brothers; lately he has astonished everyone by opening one of his houses, directly on the Bund, as a Chinese Hotel (the usual number of "sing-song" girls, etc., being kept) much to the disgust and annoyance of every resident in the place except himself.

I have done, but before closing I would say this last word: that if some one in authority does not very soon look into these matters, Chinkiang, as a British Concession will be a thing of the past; it may retain its name, but most certainly not its nature.

NOTES FROM CHINESE PAPERS.

We are glad to learn that the plague of wingless locusts reported from Yangchow (Kiangsu) has been checked by heavy rain drowning them out on 22nd and 23rd August. The rice crops are also looking up, and every one is pleased.

* * *

The 11 shipwrecked Siamese sailors who were in the charge of the Shanghai Magistrate were forwarded per C.M.S.N. Co.'s steamer *Kwangtee* to Canton; from thence the Chinese Government will provide them with passage tickets to Bangkok.

* * *

The passenger traffic by rail between Tientsin and Taku opened two days earlier than expected, viz., on 21st August. The cars were crowded. The pace, at first slow, was increased as the people gradually lost their alarm, and they felt like the Taoist sage Lieh Tsz riding on the wind.

* * *

The Shanghai Magistrate has issued a metrical six-syllable proclamation, in which he orders that no animals shall be killed for food for five days, during which officials and people will engage in prayer for a more healthy season. The frequent sudden deaths of late are the visitation of Heaven for our sins, not only against moral, but dietetic and sanitary principles, by eating cold raw fruit, etc.

* * *

At San-sha, in the Fuh-ning Prefecture, Fukien Province, the Hept'ai (Colonel) hired a number of Yellow-caps (Taoist priests), to perform the ceremony called Releasing the Water Star, by the great bridge. A man in the crowd threw a stone into the river, when the Colonel's people, enraged at his breaking the charm, dragged him into the yamen. The crowd stormed the Colonel's yamen, dragged him out in triumph and released him, and the gentry are not inclined to let the matter rest here but are petitioning the Ch'en-tai (General) about the matter.

* * *

The Hainan island roads are being made through the mountains occupied by the aboriginal *Li* savages, and a Company has been formed under Government auspices for cutting down the forests, of which there are too great a profusion. The clearing away of some of the jungle will make the country both less malarious, and easier of access. About 20 junkloads of excellent timber have left for Kong-mun, Hoihow, Luichow, and other places in Canton province, and there is an eager demand for the wood at Hongkong. Before the felling operations commenced, funeral services were held and masses chanted for the renowned commander Ma Yüan, who was the pioneer of Chinese colonisation in Hainan about 30-40 A.D., and since whose time till recently no such energetic efforts have been made in that direction. The *Li* savages are rapidly tendering their submission.

* * *

The severe manner in which the Shanghai Magistrate dealt with Ho Tai-tung and Yin Kwang-hai, the two still unsentenced prisoners who made a disturbance in the prison, was duly recorded in our columns some months back. These prisoners have been again relapsing into their old ways, and oppressing their fellow-prisoners. Lately, because they picked a quarrel with the prisoner Ko Lao Hu-tsz, and were reproved by the gaoler Liu, they turned upon Liu and cursed at him all day, until he complained to the magistrate. The magistrate the same evening, which was a few days ago, held a judicial examination of Ho Tai-tung, Yin Kwang-hai, Wang Fuh-shêng, and Chao A-erh. The latter two said that they had taken no part in the row, which was all caused by Ho Tai-tung and the other man. They were then sent back to prison. Ho Taitung said "since we were severely punished we have been behaving well. The present trouble was caused by the prisoners Koh-lao Hu-tsz and Li Wen-ming boring a great hole above in the wall. Knowing it was against the prison rules, we remonstrated with them, and then they set the gaoler Liu against us. Koh Lao Hu-tsz besides often has his wife in to see him." The Magistrate said "You are an incorrigible scoundrel," and ordered the torture of the "iron knee-protector" (t'ieh hu-sit) to be applied to him, then had him confined in a large wooden cage, and carefully guarded. The cage was set in the great hall, but the prisoner audaciously continued to swear and curse at every one indiscriminately from within it. The Magistrate therefore ordered that the seals set on the cage were not to be opened nor the man ever released from it again during his life. Yin Kwang-hai said "Since receiving my severe punishment, I have not dared to meddle with what does not concern me, and I crave for mercy, for I have been ill a long time." The Magistrate after further enquiry of the gaoler, dealt more leniently with Yin Kwang-hai and returned him to the prison (in which it appears there are no separate cells); putting off the enquiry into the conduct of Koh Lao Hu-tsz, etc., till another day.

TIENTSIN.

25th August, 1888.

There has been much sickness and considerable mortality in the villages around Tientsin, also at Taku. The illness, which is generally of short duration, begins with cramps, collapse ensues, and then death. The strong men are attacked as well as the weak, and in most cases succumb.

It is thought open to question whether the epidemic now prevalent amongst the Chinese population is Asiatic cholera, as some of the distinctive symptoms of that dread malady are lacking in the patients now suffering. But as regards fatality, the disease that has visited us seems quite as deadly, and is also very brief in its course. Dr. Macgowan, some years ago, said that the sickness which ravaged Shanghai was "dry cholera" and the Tientsin people seem to have something answering to this phrase upon them.

An immense body of water has come down from the mountains and higher levels. The Yung-ting or Hun-ho has broken its banks, and the embankment on the Peiho, between Matou and Ho hsi-wu, has given way or been overflowed The country between Ho-hsi-wu and T'ungchow is now badly flooded. The crops of Indian corn and millet, which 14 days ago were promising well,—indeed, were said to be the finest seen in memory of man,—are in danger of being destroyed. It is a most miserable state of things, and the floods this year are quite as bad as they were in 1886 and 1887.

The steamer *Fungshun*, Capt. Tisdall, which was fitted with a new engine last winter on the quadruple expansion system, arrived at our Bund at 8 p.m. on the 23rd inst. She left Shanghai on the morning of the 21st inst., and made her trip from port to port in exactly 1 days, or 60 hours. The voyage is the quickest on record. The *Haean* once made the journey in about 62 hours. The *Fungshun's* engines work admirably well, and her increased speed, greater cargo capacity, and reduced coal consumption are very notable. The actual superiority of the new engines over the old ones, which were, in their day, very fine, surpasses 25 per cent.

The works at Port Arthur, entrusted to the French Syndicate, are meeting with considerable hindrance. Of the four sides of the basin three are walled almost completely, wanting only coping stones, we are told, partially at least, but on the fourth side there is a quicksand, in which it is not easy to obtain stable foundation for the wall. There will, in consequence, be delay and trouble in obtaining a proper basement by piling, concrete, or other methods of hydraulic engineering. In the meantime, owing partly to the overflow caused by heavy rains, and partly it is suspected by some continued leakage from the sea, the basin has an inconvenient quantity of water in it, some say 9 feet, others say 12 feet deep. The summer season at Port Arthur seems to have been very rainy.

We regret to record the death, at Kai-ping of Mr. John Naylor, a native of Lancaster, aged 35, in the employ of the Chinese Engineering and Mining Company as Senior Overman. He joined the service five years ago, and has only recently brought his wife to China, who survives him with a young family of four, the eldest of whom is 12 years of age. He was greatly respected by all classes of Chine e and foreigners alike. His death was caused by a severe attack of dysentery.

A regular communication by first-class passenger steamers between this port and Hongkong and Canton will soon be opened. Just now some large steamers belonging to the Indo-China Company's line come to our port occasionally, but Messrs. Butterfield & Swire are also going to compete for the trade. Their first steamer, a vessel like the *Tungchow*, has already arrived at Hongkong, and will soon open their new line.

The powerful and well disciplined Japanese squadron, commanded by Admiral Ito, an accomplished seaman, well versed in all the modern methods of naval warfare, whether cruising or blockading, or *vedette* duty, or defence of positions, or attack of batteries, or combat in line of battle, or the use of the ram and torpedo, arrived at Taku Bar on the 22nd instant. The fleet contains no foreigners whatever. The navigating officers, the engineers, the gunnery instructors, the surgeons—of whom a full number serve in the fleet—are all Japanese. The fleet is in excellent order, its manœuvres are well done, and in all respects of efficiency for warfare the crews take good rank according to European standards. The Viceroy Li should send intelligent officials to report specially on two matters; the Japanese naval medical service, and the provisioning of the crews and officers. In the Chinese ships there are no doctors or surgeons trained according to Western methods, and the provisioning of the Chinese crews and sailors is barbarous, and not compatible with naval efficiency of any reasonable kind. The Japanese ships are:—

Takachiho, cruiser, flag ship of Admiral Ito; Capt. Isobe.
Naniwa, cruiser, Capt. Matsumura.
Tsukushi, cruiser, Capt. Ogata.
Foo-so, ironclad, Capt. Aral.
Kaimon, sloop, Capt. Omoto.
Musashi, gunboat, Comdr. Arima.

—*Chinese Times.*

To-day's Advertisements.

GOVERNMENT NOTIFICATION.

THE following Particulars of Sale of Crown Land by Public Auction, to be held on the spot, on

MONDAY,

the 10th day of September, 1888, at 5 P.M., are published for general information.

By Command,
FREDERICK STEWART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 1st September, 1888. [868

Particulars of the letting by Public Auction Sale, to be held on MONDAY, the 10th day of September, 1888, at 5 P.M., by Order of His Excellency the GOVERNOR, of One Lot of CROWN LAND, in the Colony of Hongkong, for a term of 75 Years.

PARTICULARS OF THE LOT.

No. of Sale.	Registry No.	Locality.	Boundary Measurements. N.	S.	E.	W.	Contents in Square ft.	Annual Rent.	Upset Price.
1	Rural Building Lot No. 62	Plunkett's Gap, ...	666 feet.	420 feet.	350 feet.	222 feet.	94,450	$ 348	$ 3,000

GOVERNMENT NOTIFICATION.

THE following Particulars of Sale of Crown Land by Public Auction, to be held on the spot, on

TUESDAY,

the 11th day of September, 1888, at 4 P.M., are published for general information.

By Command,
FREDERICK STEWART,
Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 1st September, 1888. [868

Particulars of the letting by Public Auction Sale, to be held on TUESDAY, the 11th day of September, 1888, at 4 P.M., by Order of His Excellency the Governor, of Fourteen Lots of CROWN LAND, at Yaumáti, Kaulung, in the Colony of Hongkong, for a term of 75 Years.

PARTICULARS OF THE LOTS.

No. of Sale	Registry No.	Locality.	Boundary Measurements. N.	S.	E.	W.	Contents in Square ft.	Annual Rent.	Upset Price.
1	Kaulung Inland Lots No. 552	Yaumáti,	45 feet.	45 feet.	168 feet.	168 feet.	7,750	$ 10	$ 1,000
2	" 553	Do.	45	45	168	168	7,750	10	1,000
3	" 554	Do.	45	45	168	168	7,750	10	1,000
4	" 555	Do.	45	45	168	168	7,750	10	1,000
5	" 556	Do.	45	45	168	168	7,750	10	1,000
6	" 557	Do.	45	45	168	168	7,750	10	1,000
7	" 558	Do.	45	45	168	168	7,750	10	1,000
8	" 559	Do.	45	45	168	168	7,750	10	1,000
9	" 560	Do.	45	45	168	168	7,750	10	1,000
10	" 561	Do.	45	45	168	168	7,750	10	1,000
11	" 562	Do.	45	45	168	168	7,750	10	1,000
12	" 563	Do.	45	45	168	168	7,750	10	1,000
13	" 564	Do.	45	45	168	168	7,750	10	1,000
14	" 565	Do.	45	45	168	168	7,750	10	1,000

FOR SALE.

TWO Twenty Ton HYDRAULIC JACKS. Price $150 each.
One Fifteen Ton TRAVERSING HYDRAULIC JACK. Price $200.
QUITE NEW, TANGYE'S PATENT.
Apply to
A. H.,
Care of the Office of this paper.
Hongkong, 3rd September, 1888. [874

A. G. GORDON & CO.

ENGINEERS, LAUNCH BUILDERS, GENERAL and GOVERNMENT CONTRACTORS, IRONMONGERS, COMMISSION AGENTS, VALUATORS, IRON and TIMBER MERCHANTS.

WORKS:
BOWRINGTON, EAST POINT.

OFFICE:
CORNER OF PEDDER STREET AND PRAYA.

STEAM LAUNCH COMPANY, LIMITED.
Hongkong, 3rd September 1888. [41

To-day's Advertisements.

STEAM TO SHANGHAI.

THE P. & O. S. N. Co.'s Steamship

"ANCONA"

will leave for the above place TO-MORROW, the 4th instant, at NOON.

E. L. WOODIN,
Superintendent.
Hongkong, 3rd September, 1888. [3

STEAM TO STRAITS AND BOMBAY.

THE P. & O. S. N. Co.'s Steamship

"DECCAN"

will leave for the above places on SATURDAY, the 8th instant, at NOON.

E. L. WOODIN,
Superintendent.
Hongkong, 3rd September, 1888. [870

THE STEAM LAUNCH COMPANY, LIMITED.

APPLICATION for SHARES.

Apply to the Undersigned
A. G. GORDON,
Secretary and Manager.
Pedder's Wharf,
Hongkong, 3rd September, 1888. [871

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

CONTRIBUTING SHAREHOLDERS are requested to send in a Statement of Business Contributed during the half-year ended 30th June, 1888, on or before the 30th instant, on which date the Accounts will be CLOSED.

By Order of the Board of Directors,
D. GILLIES,
Secretary.
Hongkong, 3rd September, 1888. [872

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE.

THE GENERAL DIVIDEND declared for the year ended April 30th last, at the rate of $5 per Share of $25, is now payable. Shareholders are requested to apply at the Company's Office for Warrants.

A. S. GARFIT,
Acting Secretary.
Hongkong, 3rd September, 1888. [873

Masonic.

ZETLAND LODGE,
No. 525.

A REGULAR MEETING of the above LODGE will be held in FREEMASONS' HALL, Zetland Street, TO-MORROW, the 4th September, at 8.30 for 9 P.M. precisely. Visiting Brethren are cordially invited.
Hongkong, 29th August, 1888. [843

Intimations.

DIOCESAN HOUSE AND ORPHANAGE.

SCHOOL duties will be resumed TO-MORROW (TUESDAY), the 4th September.

For terms for Boarders or Day-Scholars, apply to
THE HEADMASTER.
Hongkong, 1st September, 1888. [864

THE STEAM LAUNCH COMPANY, LIMITED.

LAUNCHES always on hand for—PICNIC, TOWING BATHING, PRIVATE PARTIES, &c., &c.
For Terms, apply to
Co.'s Office:—CORNER OF PEDDER STREET AND PRAYA.

1888 WINTER TIME TABLE. 1888

THE STEAM-LAUNCH COMPANY, LIMITED.

KOWLOON FERRY.

THE COMMODIOUS STEAM-LAUNCH "PIONEER,"
Will, from the 1st September, 1888, run daily as a Ferry Boat between Pedder's Wharf and Kowloon Point at the following hours.

WEEK DAYS.

LEAVES KOWLOON	LEAVES HONGKONG
6.00 A.M.	7.00 A.M.
7.45 "	8.00 "
8.40 "	9.00 "
9.20 "	9.30 "
9.40 "	12.30 "
11.00 "	1.05 "
12.00 "	2.05 "
1.50 "	3.00 "
2.30 "	4.00 "
3.30 "	4.30 "
4.15 "	5.05 "
4.50 "	5.30 "
5.15 "	6.00 "
5.45 "	6.30 "
6.15 "	7.00 "
6.50 "	7.30 "
7.20 "	
NIGHT SERVICE.	NIGHT SERVICE.
8.30 P.M.	9.00 P.M.
10.30 "	11.00 "
11.30 "	12.00 "

SUNDAYS.

LEAVES KOWLOON	LEAVES HONGKONG
6.00 A.M.	6.15 A.M.
6.30 "	7.00 "
7.20 "	8.00 "
9.00 "	10.20 "
10.30 "	12.50 P.M.
1.00 P.M.	1.30 "
2.00 "	2.30 "
3.00 "	3.20 "
3.40 "	4.00 "
4.15 "	4.30 "
4.50 "	5.05 "
5.15 "	5.30 "
5.45 "	6.00 "
6.15 "	6.20 "
6.45 "	6.55 "
7.15 "	7.30 "
NIGHT SERVICE.	NIGHT SERVICE.
9.30 P.M.	10.00 P.M.
10.30 "	11.00 "
11.15 "	11.30 "

☞ The above Time Table will be strictly adhered to.

STEAM-LAUNCH "PIONEER."

SCALE OF FARES.

For each Trip.....10 Cents.
Children under 10 years .....Free.
Second Class, (Chinese) .....2 Cents.
Sedan Chairs, each .....10 Cents.

FOR KOWLOON RESIDENTS.

Family Tickets, including Servants, (per month).....$7.
Single Tickets for one person only and his Servants, (per month) ... .$5.

If more than one person, not forming part of the Family, Fare will be fixed on application to the Secretary.

FOR NON-RESIDENTS.

Quarterly Tickets, ...$4
Quarterly Tickets, for Servants only, (2 allowed),..... $2.

For Extra trips to or from Hongkong, between the advertised time, at the rate of $1 per trip each way.

NIGHT SERVICE.—All Passengers, whether Subscribers or otherwise, will be charged 20 cents each way.

A. G. GORDON,
Secretary and Manager.
Hongkong, 1st September, 1888. [866

NOTICE.

ROSE & Co. beg to inform the Community of Hongkong that in order to facilitate their STOCK-TAKING the DOOR of their STORE will be CLOSED from SATURDAY, the 1st September to a few days after.

Due notice will be given when re-opening again. Important and Special Orders can be sent in by the dwelling house entrance, next door to Messrs. Wotton & Deacon, Solicitors.
Hongkong, 29th August, 1888. [847

FOR HIRE.

THE Fast Steam Launch "ELK" is always kept under steam off Pedder's Wharf and is at the service of the public for proceeding to and from Steamers, Picnic and Bathing Parties, etc.
For particulars, apply to
CRUICKSHANK & Co., Ld.
Hongkong, 17th August, 1888. [801

HONGKONG TIMBER YARD, WANCHAI.

OREGON PINE SPARS and LUMBER Always on Hand.
L. MALLORY,
Proprietor.
Hongkong, 24th June, 1881. [c36

Intimations.

HONGKONG AND SHANGHAI BANKING CORPORATION.

OLD or BROKEN NOTES will be EXCHANGED for new ones on application at the Offices of the Corporation.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.
T. JACKSON,
Chief Manager.
Hongkong, 29th August, 1888. [845

CHINA MERCHANTS' STEAM NAVIGATION COMPANY'S DEBENTURE LOAN OF 1886.

4th DRAWING.

NOTICE is hereby given that in conformity with the Stipulations contained in the BONDS of this LOAN, the following Numbers of Bonds to be paid off at the Offices of the HONGKONG & SHANGHAI BANKING CORPORATION on the 1st September, 1888, when the Interest thereon will cease to be payable, were this day drawn at the Office of the said Corporation in Hongkong, in the presence of WILLIAM HENRY GASKELL Acting Chief Accountant of the said Corporation.

NUMBERS OF BONDS DRAWN.
170 BONDS NOS.

18	22	37	58	81	96	109
140	148	169	190	206	234	239
270	273	296	309	333	359	363
379	400	424	444	457	471	487
520	533	554	563	585	610	621
640	659	676	701	708	733	744
763	785	793	817	840	863	879
882	904	920	942	960	975	1007
1024	1034	1051	1062	1086	1102	1117
1140	1158	1186	1193	1208	1235	1253
1262	1282	1311	1315	1343	1359	1383
1394	1414	1432	1447	1464	1484	1490
1497	1501	1515	1532	1562	1579	1588
1607	1611	1620	1644	1666	1690	1706
1714	1733	1749	1763	1798	1814	1820
1852	1869	1872	1894	1910	1940	1944
1970	1995	2013	2025	2035	2054	2069
2093	2119	2138	2148	2172	2185	2194
2220	2236	2263	2270	2293	2317	2331
2339	2360	2391	2400	2427	2437	2447
2472	2495	2508	2520	2540	2562	2588
2596	2610	2633	2651	2676	2685	2700
2730	2741	2767	2785	2788	2805	2826
2843	2865	2886	2894	2924	2933	2953
2976	2996	...	...	...	...	...

FOR £100 EACH=£17,000.

For the HONGKONG & SHANGHAI BANKING CORPORATION,
W. H. GASKELL,
Acting Chief Accountant.
Hongkong, 13th July, 1888. [846

COLLEGE OF MEDICINE FOR CHINESE, HONGKONG.

UNDER THE AUSPICES OF THE GOVERNOR OF THE COLONY.

Rector—Hon. FRED. STEWART, M.A., LL.D.
Dean—PATRICK MANSON, M.D., LL.D.

SECOND SESSION—1888-9.

THE INAUGURATION of the SECOND SESSION of the COLLEGE will take place in the CITY HALL, Hongkong, on the 1st October, 1888.

The SCHOLARSHIPS and PRIZES awarded for the Session 1887-8, will be DISTRIBUTED by His Excellency the Governor, Sir WM. DES VŒUX, K.C.M.G.

The WINTER LECTURES commence on TUESDAY, 2nd October, 1888. STUDENTS are to assemble at the ALICE MEMORIAL HOSPITAL at 8 a.m.

PROFESSORS, LECTURERS & DEMONSTRATORS
Ambulance and Duties in the Field—Dep Surgeon-General LEWER, and the Officers Army Medical Staff.
Anatomy—JAMES CANTLIE, M.A., M.B., F.R.C.S.
Botany—CHARLES FORD, F.L.S.
Chemistry—W. E. CROW, ESQ.
Dental Surgery—HERBERT POATE, D.D.S.; and JOSEPH W. NOBLE, D.D.S.
Demonstrator of Anatomy—A. DE C. SCANLAN, A.M.S. M.R.C.S., L.R.C.P.
Forentic Medicine:—
Medical Jurisprudence—HO KAI, M.D., M.R.C.S., BARRISTER-AT-LAW.
Toxicology—W. E. CROW, ESQ.
Hygiene and Public Health—HUGH MCCALLUM, ESQ.
Hygiene (Military)—Officers, Army Medical Staff.
Latin—E. J. EITEL, PH. D.
Materia Medica, and Therapeutics—D. GERLACH, M.D.
Medicine—PATRICK MANSON, M.D., LL.D.
Obstetrics and Gynecology—WM. HARTIGAN, M.D., L.R.C.S.I.
Ophthalmology—G. P. JORDAN, M.B., M.R.C.S.
Pathology and Morbid Anatomy—G. P. JORDAN, M.B., M.R.C.S.
Physics—Rev. JOHN CHALMERS, M.A., LL.D.
Physiology—J. M. ATKINSON, M.D. (Lond.) M.R.C.S.; HO KAI, M.D., M.R.C.S.
Surgery, Principles and Practice—JAMES CANTLIE, M.A., M.B., F.R.C.S.
Surgery, Pathological and Special—G. P. JORDAN, M.B., M.R.C.S.
Surgery Military—Officers, Army Medical Staff.

Fees for the Full Course—200 dollars, payable in one sum, at the beginning of the first Winter Session. When paid in two sums, Fees are charged at the rate of 220 dollars. When paid in four sums, Fees are charged at the rate of 240 dollars.

FOUR BELILIOS SCHOLARSHIPS, value 60 DOLLARS a-year each, to be held for Two Years, are bestowed upon STUDENTS of the College studying at the ALICE MEMORIAL HOSPITAL.

TWO WATSON SCHOLARSHIPS, value 60 DOLLARS a-year each, are thrown open annually for Competition to STUDENTS of the College.

Clinical Surgery, Medicine, and Obstetrics are taught daily in the Wards of the Alice Memorial Hospital. The average attendance of Patients at the Alice Memorial Hospital amounts to about 30,000 annually.

Special arrangements have been made with the Principal Medical Officer of the Army Medical Staff to carry on the work of training Chinese for Medical Military Duty.

For further information, apply to
JAMES CANTLIE,
Secretary to the College.
Hongkong, 1st September, 1888. [865

MISSING.

FROM PEDDER'S HILL, A COCKATOO. THE finder will oblige by returning it to the
OFFICE OF THIS PAPER.
Hongkong, 31st August, 1888.

Commercial.

TO-DAY.

THE SHARE MARKET.

5 o'clock.

There has been considerable stir in the share market since our last report, and a good deal of business has been put through. Banks have changed hands at 152 and finally at 153 per cent. premium for cash, but there are further shares on offer at the latter figure. On Saturday China Sugars were dealt in pretty largely at 184 and 185, and this forenoon business was done at from 186 to 188, both for cash and the end of the month. There are now sellers at 188. Luzons have also been "booming" at 63 and 64 for cash, and likewise at from 66 to 69 for December. Punjoms have been placed at 12 and 13, and are now in demand at the higher figure. Sales of the East Borneo Planting Co.'s scrip were made during the afternoon at from 125 to 150 per cent. premium, the stock closing firm, with buyers at the last named quotation. Nothing else requires special reference.

CLOSING QUOTATIONS.

Hongkong and Shanghai Bank—153 per cent. premium, ex. div., sales and sellers.
Union Insurance Society of Canton—$90 per share, sellers.
China Traders' Insurance Company—$73 per share, buyers.
North China Insurance—Tls. 285 per share, buyers.
Canton Insurance Company, Limited—$93 per share, buyers.
Yangtsze Insurance Association—Tls. 80 per share, sellers.
Chinese Insurance Company—$175 per share, buyers.
On Tai Insurance Company, Limited—Tls. 150, per share.
Hongkong Fire Insurance Company—$345 per share, sellers.
China Fire Insurance Company—$78 per share, sellers.
Hongkong and Whampoa Dock Company, 32 per cent. premium, buyers.
Hongkong, Canton, and Macao Steamboat Co. —$215 per share, sellers.
China and Manila Steam Ship Company—110 per share, sellers.
Hongkong Gas Company—$135 per share, sellers.
Hongkong Hotel Company,—$175 per share, sellers.
Indo-China Steam Navigation Company, Limited—20 per cent. dis., sellers.
Douglas Steamship Company—$60 per share, sellers.
China Sugar Refining Company, Limited—$188 per share, ex. div., sales and sellers.
Luzon Sugar Refining Company, Limited—$65 per share, sales and sellers.
Hongkong Ice Company—$78 per share, sellers.
Hongkong and China Bakery Company, Limited, —$80 per share.
Hongkong Dairy Farm Co., Limited—$13 per share, sellers.
A. S. Watson & Co., Limited—100 per cent. premium, ex. div., sellers.
Chinese Imperial Loan of 1884 A—2 per cent. premium.
Chinese Imperial Loan of 1884 B—5 per cent. premium.
Chinese Imperial Loan of 1884 C—6 per cent. premium, buyers.
Chinese Imperial Loan of 1886 E—11 per cent. premium.
Hongkong Rope Manufacturing Company, Limited—$75 per share, sellers.
Perak Tin Mining and Smelting Company—$5 per share, nominal.
Punjom and Sunghie Dua Samantan Mining Co. —$13 per share, sales and buyers.
Hongkong and Kowloon Wharf and Godown Company—64 per cent. premium, sales and sellers.
Tonquin Coal Mining Co.—35 per cent. premium, sellers.
The Hongkong High-Level Tramway Co., Limited—325 per cent. premium, sellers.
The East Borneo Planting Co., Limited—$62½ per share, sellers.

EXCHANGE.

ON LONDON.—Bank, T. T. 2/11⅞
Bank Bills, on demand 3/0
Bank Bills, at 30 days' sight 3/0⅛
Bank Bills, at 4 months' sight...3/0⅛
Credits at 4 months' sight 3/0⅛
Documentary Bills, at 4 months' sight 3/0⅛

ON PARIS.—
Bank Bills, on demand.....3.80
Credits, at 4 months' sight 3.87

ON INDIA, T. T.....223½
On Demand.....224

ON SHANGHAI.—
Bank, T. T.....72
Private, 30 days' sight 72⅞

OPIUM MARKET.—THIS DAY.

NEW MALWA, per picul..... $550
(Allowance, Taels 16 to 32).
OLD MALWA, per picul.....$580 to $590
(Allowance, Taels 4 to 16).
NEW PATNA, (without choice) per chest $496½ to $509½
NEW PATNA, (without choice) per chest... $500
NEW PATNA, (bottom) per chest $505
NEW BENARES, (without choice) per chest $480 to $490
NEW BENARES, (bottom) per chest..... $400 to $500
NEW PERSIAN (best quality) per picul..... $640
OLD PERSIAN (best quality) per picul..... $600
OLD PERSIAN (second quality) per picul... $550 to $575

HONGKONG TEMPERATURE.

(From Messrs. Falconer & Co.'s Register).

To-day.

Barometer—9 a.m.	29.94
Barometer—1 p.m.	29.92
Barometer—4 p.m.	29.87
Thermometer—9 a.m.	86
Thermometer—1 p.m.	87
Thermometer—4 p.m.	85
Thermometer—9 a.m. (Wet bulb)	82
Thermometer—1 p.m. (Wet bulb)	83
Thermometer—4 p.m. (Wet bulb)	81
Thermometer—Maximum	87
Thermometer—Minimum (over night)	82

CHINA COAST METEOROLOGICAL REGISTER.

2nd September, 1888.—At 4 p.m.

STATION.	Barometer red. to sea level and 32° Fahr.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Wladivostock	29.60	69	90	SSW	3	0	0.40
Tokio	29.81	...	...	NE	2	...	0.0
Nagasaki	29.82	...	...	NNE	4	0	...7
Shanghai	29.78	82	85	SSE	3	0	...
Amoy	...	...	...	...	...	...	...
Hongkong	29.76	87	65	SSE	3	0	...
Haiphong	29.80	90	78	SSE	2	...	...
Bolinao	29.80	87	76	SW	2	0	...
Manila	29.78	87	73	SSW	2	0	...

3rd September 1888.—At 10 a.m.

STATION.	Barometer red. to sea level and 32° Fahr.	Temperature.	Humidity.	Wind. Direction.	Wind. Force.	Weather.	Rain last 24 hours.
Wladivostock	29.60	71	90	SSW	3	0	0.40
Tokio	.....	...	...	...	...	...	...
Nagasaki	29.92	...	...	SW	3	9	...
Shanghai	29.81	81	95	...	...	6	...
Amoy	.....	...	...	...	...	...	...
Hongkong	29.91	81	81	E	1	8	0.07
Haiphong	.....	...	...	...	...	...	...
Bolinao	29.88	83	88	NW	1	b	0.55
Manila	.....	...	...	...	...	...	...

The barometer has risen except in Siberia, and gradients are slight. Cloudy, warm and damp weather prevails.

1—Barometer reduced to level of the sea in inches, tenths and hundredths. 2—Temperature in the shade in degrees, Fahrenheit. 3—Humidity in percentage of saturation, the humidity of air saturated with moisture being 100. 4—Direction of the wind to two points. 5—Force of the wind according to Beaufort scale. 6—State of the weather. A Blue sky, c Detached clouds, d Drizzling rain, f Fog, g Gloomy, h Hail, l Lightning, o Overcast, p Passing showers, q Squally, r Rain, s Snow, t Thunder, v Visibility, w Dew, wet. 7—Rain in inches, tenths and hundredths.

W. DOBERCK,
Hongkong Observatory, 3rd September, 1888.

MAILS EXPECTED.

THE AMERICAN MAIL.

The P. M. S. S. Co.'s steamer *City of Peking*, with the next American mail, left Yokohama on the morning of the 31st ultimo, and may be expected here on or about the 5th instant.

THE GERMAN MAIL.

The Norddeutscher Lloyd's S. S. Co.'s steamer *Braunschweig*, with the next German mail, dated Berlin, the 7th ultimo, left Singapore at 6 p.m., on the 31st idem, and may be expected here on or about the 5th instant.

THE CANADIAN MAIL.

The Canadian Pacific steamer *Abyssinia*, with the next Canadian mail, left Vancouver for Yokohama, and this port on the 28th ultimo.

STEAMERS EXPECTED.

The Ocean Steamship Co.'s steamer *Dardanus*, from Liverpool, left Singapore on the 29th ultimo, and is due here on the 5th instant.

The Glen line steamer *Glenlyon*, from London, left Singapore on the 1st instant, and is expected here on the 7th.

Shipping.

ARRIVALS.

HESPERIA, German steamer, 1,136, L. Madsen, 1st Sept.,—Kobe 26th August, General.—Siemssen & Co.

HAIPHONG, British steamer, 1,122, Harris, 2nd Sept.—Foochow 30th August, Amoy 31st, and Swatow 1st Sept., General.—D. Lapraik & Co.

FIDELIO, German steamer, 852, H. Brorsen, 2nd Sept.,—Newchwang 25th August, Beans and General.—Wieler & Co.

BENARTY, British steamer, 1,119, Le Boutellier, 2nd Sept., Koh-si-chang 25th August, Rice.—Gibb, Livingston & Co.

MIIKE MARU, Japanese steamer, 1,080, Pyne, 2nd Sept.,—Kutchinotzu 28th August, Coal. —Mitsui Bussan Kaishia.

ACTIV, Danish steamer, 355, Revsbeck 2nd Sept.,—Pakhoi 30th August, and Hoihow 1st September, General.—Arnhold, Karberg & Co.

AMOY, British steamer, 815, R. Kohler, 2nd Sept.,—Whampoa 2nd Sept., General.—Siemssen & Co.

PEKING, British steamer, 954, G. Heuermann, 3rd Sept.,—Shanghai 30th August, General. —Siemssen & Co.

PICCIOLA, German steamer, 875, Th. Nissen, 3rd Sept.,—Wladivostock 23rd August, and Nagasaki 28th, Timber.—Melchers & Co.

ANCONA, British steamer, 3,142, W. J. Webber, 3rd September,—London 26th July, *viâ* Bombay, and Singapore 29th August, Mails and General.—P. & O. S. N. Co.

POSEIDON, Austro-Hungarian steamer, 2,510, S. Wyersa, 3rd Sept.,—Trieste 18th August, and Singapore 29th, General.—Austro-Hungarian Lloyd's S. N. Co.

SOOCHOW, British steamer, 327, Rowin, 3rd Sept.,—Pakhoi 31st Aug., General.—Kwang Tai Loong.

CLEARANCES AT THE HARBOUR OFFICE.

Activ, Danish steamer, for Hoihow.
Sachem, American ship, for New York.
Norway, Norwegian bark, for Newchwang.
Amoy, British steamer, for Shanghai.
Lennox, British steamer, for Kutchinotzu.

DEPARTURES.

September 1, *Kaifong*, British steamer, for Shanghai.
September 1, *Audacious*, British frigate, for Europe.
September 2, *Anton*, German str., for Hoihow.
September 2, *Haitan*, British steamer, for Swatow, &c.
September 2, *Marie*, German steamer, for Haiphong.
September 2, *Iphigenia*, German steamer, for Yokohama, &c.
September 2, *Melita*, German steamer, for Chefoo, &c.
September 2, *Taichiow*, British steamer, for Swatow, &c.
September 3, *Lord of the Isles*, British str., for Singapore, &c.
September 3, *Breconshire*, British steamer, for Nagasaki, &c.
September 3, *Triumph*, British steamer, for Hoihow.
September 3 *Fidelio*, German steamer, for Whampoa.
September 3, *Espoir*, British gunboat, for a cruise.
September 3, *Merlin*, British gunboat, for a cruise.
September 3, *Satellite*, British cruiser, for practice target.

PASSENGERS—ARRIVED.

Per *Haiphong*, str., from Foochow, Amoy, &c.—Messrs. Moss, Richardson, and Altair, and 96 Chinese.

Per *Activ*, str., from Pakhoi, &c.—77 Chinese.

Per *Peking*, str., from Shanghai.—Miss J. Schmidt, Mr. N. O'Hara, 1 European and 20 Chinese.

Per *Ancona*, str., from London for Hongkong.—Mrs. Parlance's amah. From Colombo. —Colonel and Mrs. Howard. From Penang.—Mr. Scott and servant, and 15 Chinese. From Singapore.—Colonel Storer and servant, Mr. Meyano, Mr. Wing Keng Tong, his mother and 2 servants, 26 Chinese and 1 boy. From London for Shanghai.—Rev. Sowerly, and Mrs. Ross's amah. From Singapore.—Mr. Middledyk. From London for Yokohama.—Mr. Everett. From Singapore for Nagasaki.—Mrs. Otsudu. From Singapore for Japan.—3 Chinese.

Per *Poseidon*, str., from Trieste, &c.—472 Chinese.

Per *Soochow*, str., from Pakhoi.—79 Chinese.

DEPARTED.

Per *Lord of the Isles*, str., for Singapore, &c. —12 Chinese.

Per *Breconshire*, str., for Nagasaki, &c.—2 Europeans.

Per *Taichiow*, str., for Swatow, &c.—100 Chinese.

Per *Triumph*, str., for Hoihow.—30 Chinese.

Per *Haitan*, str., for Swatow, &c.—2 Europeans and 200 Chinese.

Per *Amoy*, str., for Shanghai.—40 Chinese.

TO DEPART.

Per *Activ*, str., for Hoihow.—25 Chinese.

REPORTS.

The German steamship *Hesperia* reports that she left Kobe on the 26th ultimo. Had beautiful weather throughout.

The British steamship *Soochow* reports that she left Pakhoi on the 31st ultimo. Had light breeze and fine weather.

The British steamship *Benarty* reports that she left Koh-si-chang on the 25th ultimo. Had light variable winds and fine weather.

The German steamship *Peking* reports that she left Shanghai on the 30th ultimo. Had fine weather and south and south-west wind.

The Japanese steamship *Miike Maru* reports that she left Kutchinotzu on the 28th ultimo. Had light winds and fine weather throughout.

The German steamship *Picciola* reports that she left Wladivostock on the 23rd ultimo, and Nagasaki on the 28th. Had fine weather from port to port.

The Danish steamship *Activ* reports that she left Pakhoi on the 30th ultimo, and Hoihow on the 1st instant. Had south-east wind and fine weather with smooth sea.

The British steamship *Haiphong* reports that she left Foochow on the 30th ultimo, Amoy on the 31st, and Swatow on the 1st instant. Experienced light south-west to south-south-west monsoon throughout the voyage. In Amoy, the steamship *Fei-ma*. In Swatow, the steamship *Fokien*.

Post Office.

A MAIL WILL CLOSE

For Shanghai.—Per *Ancona*, to-morrow, the 4th instant, at 11.00 A.M.

For Bangkok.—Per *Independent*, to-morrow, the 4th instant, at 1.30 P.M.

For Nagasaki, Kobe, and Yokohama.—Per *Bokhara*, to-morrow, the 5th instant, at 5.00 P.M.

For Swatow, Amoy, and Foochow.—Per *Hailoong*, on Wednesday, the 5th instant, at 11.30 A.M.

For Straits and Calcutta.—Per *Arratoon Apcar*, on Wednesday, the 5th instant, at 11.30 A.M.

For Singapore.—Per *Hesperia*, on Thursday, the 6th instant, at 9.30 A.M.

For Singapore.—Per *Devonhurst*, on Thursday, the 6th instant, at 2.30 P.M.

For Yokohama, and San Francisco.—Per *Belgic*, on Saturday, the 8th instant, at 2.30 P.M.

For Europe, &c., India, *viâ* Colombo, and Calcutta.—Per *Cathay*, on Wednesday, the 12th instant, at 11.00 A.M.

For Europe, &c., Australia, India, *viâ* Madras. —Per *Orus*, on Thursday, the 13th instant, at 11.00 A.M.

SHIPPING IN HONGKONG.

STEAMERS.

ARRATOON APCAR, British steamer, 1,392, Olifent, 30th August,—Calcutta, *viâ* Penang, and Singapore 24th August, General.—D. Sassoon, Sons & Co.

BELGIC, British steamer, 2,695, W. H. Walker, 25th August,—San Francisco 31st July, and Yokohama 19th August, Mails and General. —O. & O. S. S. Co.

BOKHARA, British steamer, 1,711, S. Eason, 22nd August,—Yokohama 14th August, Mails and General.—P. & O. S. N. Co.

CARISBROOKE, British steamer, 973, R. Cass, 28th August,—Saigon 24th August, Rice and Paddy.—Morris and Ray.

CHOW-CHOW-FOO, German steamer, 796, W. Wendt, 1st Sept.,—Iloilo 28th August, Sapanwood.—Tung Kee.

CLARA, German steamer, 674, Christensen, 31st August,—Touron 29th August, General.—Siemssen & Co.

DECCAN, British steamer, 2,022, P. W. Cass, 1st Sept.,—Bombay 16th August and Singapore 26th, General.—P. & O. S. N. Co.

DEVONHURST, Dutch steamer, 1,234, Houthoff, 1st Sept.,—Batavia, *viâ* Singapore 20th July, General.—Jardine, Matheson & Co.

ELECTRA, German steamer, 1,146, P. Möllar, 19th August,—Hamburg, and Singapore 13th August, General.—Siemssen & Co.

FAME, British steamer, 117, A. Stopani.—Hongkong and Whampoa Dock Co.

GENERAL WERDER, German steamer, 1,820, W. von Schuckmann, 28th August,—Yokohama 19th August, and Nagasaki 24th, Mails and General.—Melchers & Co.

HAILOONG, British steamer, 783, J. S. Roach, 1st Sept.,—Tamsui 28th August, Amoy 30th, and Swatow 31st, General.—D. Lapraik & Co.

INDEPENDENT, German steamer, 871, W. F. Schafer, 1st Sept.,—Bangkok 25th August, Rice.—Wieler & Co.

LENNOX, British steamer, 1,327, C. Thearle, 29th August,—Saigon 25th August, General.—Adamson, Bell & Co.

PARTHIA, British steamer, 2,035, F. H. Wallace, 27th August,—San Francisco, Vancouver, B.C., 1st August, and Yokohama 18th, General.—Adamson, Bell & Co.

PILOT FISH, British steamer, 161, A. Stopani.—Hongkong and Whampoa Dock Co.

PROVINCIA, British steamer, 1,095, Mackenzie, 1st Sept.,—Samarang 22nd August, Sugar. —Jardine, Matheson & Co.

RED SEA, British steamer, 2,165, Charles Barker, 31st August,—Kobe 23rd August, Rice.—Captain.

SAILING VESSELS.

ADOLPH, German bark, 867, E. Westergaard, 5th August,—Hamburg 19th April, General.—Order.

ARCADIA, British bark, 417, D. S. Ewan, 30th August,—Whampoa 30th August, General.—Chinese.

COMET, German ship, 1,083, Kauppner, 17th July,—Cardiff 4th April, Coals.—Order.

C. C. CHAPMAN, American ship, 1,600, A. J. Hichborn, 15th August,—Shanghai 16th July, General.—Pustau & Co.

ERLKOENIG, Chinese bark, 457, Opium Examination hulk, Stonecutters' Island.—Chinese Customs.

ESCORT, American bark, 636, R. G. Waterhouse, 15th July,—Iloilo 3rd July, General.—Chinese.

JOHN NICHOLSON, British bark, 685, W. Quino, 8th July,—London 1st March, General.—Melchers & Co.

LUCIA, British bark, 640, Wood, 5th August.—Freemantle (W. Australia) 11th July, Sandalwood.—Order.

NORWAY, Norwegian bark, 657, Th. Albuthon, 15th August,—Singapore 4th August, Timber.—Wieler & Co.

NYL GHAU, British ship, 1,252, W. B. Butler, 1st August,—Samarang 20th July, Bathst. —Order.

SACHEM, American ship, 1,311, J. L. Bartlett, 29th June,—Cardiff 27th March, Coal.—P. & O. S. N. Co.

STEAMERS EXPECTED IN HONGKONG.

STEAMERS.	FROM.	DATE DUE.	AGENTS.
Dardanus	Liverpool	September 5th	Butterfield & Swire.
City of Peking	San Francisco	September 5th	Pacific Mail S. S. Co.
Braunschweig	Bremen	September 5th	Melchers & Co.
Glenlyon	London	September 7th	Jardine, Matheson & Co.
Abyssinia	Vancouver	September 25th	Adamson, Bell & Co.

STEAMERS LOADING IN HONGKONG.

DESTINATION.	VESSELS.	AGENTS.	DATE OF LEAVING.
London, &c., via Suez Canal	Cathay	P. & O. S. N. Co.	Sept. 12th, at noon.
Marseilles, via Saigon, &c.	Oxus	Messageries Maritimes.	Sept. 13th, at noon.
Bremen, via Ports of Call.	Braunschweig	Melchers & Co.	Sept. 27th, at 10 a.m.
Havre, Hamburg, &c.	Hesperia	Siemssen & Co.	Sept. 6th, at 10 a.m.
Trieste, via Straits, &c.	Poseidon	Austro-Hung. Lloyd's Co.	Sept. 11th, at noon.
New York, via Suez Canal.	Moray	Adamson, Bell & Co.	September 7th.
San Francisco, via Y'hama	City of Peking	Pacific Mail S. S. Co.	Sept. 18th, at 3 p.m.
San Francisco, via Y'hama	Belgic	O. & O. S. S. Co.	Sept. 8th, at 3 p.m.
Vancouver, B.C., via A., &c.	Parthia	Adamson, Bell & Co.	Sept. 8th, at 3 p.m.
Sydney and Melbourne	Delcomyn	Gibb, Livingston & Co.	About Sept. 8th.
Calcutta, via Straits	Arratoon Apcar	D. Sassoon, Sons & Co.	Sept. 5th, at noon.
Sandakan, Kudat, &c.	Memnon	Butterfield & Swire	September 14th.
Singapore	Devonhurst	Jardine, Matheson & Co.	Sept. 6th, at 3 p.m.
Yokohama, via N'saki, &c.	Bokhara	P. & O. S. N. Co.	Sept. 5th, daylight.
Yokohama, Kobe, &c.	General Werder	Melchers & Co.	About Sept. 6th.
Shanghai	Ancona	P. & O. S. N. Co.	To-morrow, at noon.
Shanghai, via Amoy	Dardanus	Butterfield & Swire	September 7th.
Saigon, Singapore, &c.	Duke of Buckingham	Jardine, Matheson & Co.	About Sept. 6th.
Coast Ports	Hailoong	Douglas Lapraik & Co.	Sept. 5th, at noon.

Intimations.

IMPAIRED VISION.

LAWRENCE & MAYO'S PERFECT PEBBLES,

Are clear, cool, & preserving to the Sight.

MR. LAWRENCE'S visit to HONGKONG will terminate on the 21ST INSTANT.

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Hongkong, 7th November, 1887. [32

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Hongkong, 29th June, 1888. [659

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ALEXANDER LEVY.

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WOO LIN YUEN,
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Hongkong, 1st February, 1882. [150

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Printed and Published by ROBERT FRASER SMITH, No. 4, Pedder's Hill, in the city of Victoria, Hongkong.